

# GRAND **prix**

EDITIONS

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Face to Face  
An interview with  
**NELSON PIQUET**

Vol. 5, No.3 May 1991



## ***Mika's Mission***

↳ Häkkinen the new Senna?

## ***Cash crisis***

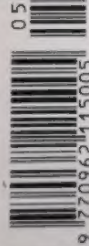
How is F1 faring?

## ***Barnard's baby***

Focus on the new Benetton

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Nelson's views, page 56

## GRAND prix EDITIONS

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## CONTENTS

Grand Prix Editions, Volume 5, number 3, MAY 1991

POLE POSITION .....	5
KEEPING TRACK .....	8
All the latest news and gossip - F1's cash crisis - Martin Donnelly's wedding - Imola test report and pictures	
EXHAUST NOTES .....	18
Gerald Donaldson looks at the dangers of life in the fast lane as a Formula One reporter on the Grand Prix circuit	
THE BRAZILIAN GRAND PRIX .....	22
Richard Chandler reports from Sao Paulo on how Ayrton Senna finally won on home soil for the first time. Full results and pictures	
MY RACE WEEKEND: TREVOR POPE .....	34
On the weekend when Goodyear recorded their 250th Grand Prix win, the tyre company's F1 foreman describes his life on circuit	
A POSTCARD FROM.... SAO PAULO .....	36
Steven Tee focuses his lens on the delights and disappointments of South America's fastest-growing city as it hosts the Brazilian Grand Prix	
CRITICAL CONSIDERATIONS .....	46
John Watson looks back on the season's two opening races and ahead to the rest of the year in F1's most incisive and authoritative analysis column	
IN MY VIEW .....	49
Opinions and letters to the Editor	
DRIVER INTERVIEW: NELSON PIQUET .....	56
Mike Doodson, talks to Nelson Piquet about his life and times in Formula One and his views on some of the sport's leading figures	
DRIVER FEATURE: MIKA HAKKINEN .....	63
Derick Allsop meets the rising young Finnish star and finds he is a serious young with his eye on the world championship	
DRIVER FEATURE: MICHELE ALBORETO .....	69
Mark Fogarty interviews the Italian veteran and asks — where did it all go wrong after Ferrari?	
EDDIE JORDAN'S DIARY .....	72
He is the talk of the paddock — but what does the Irishman write in his own private notebook?	
TEAM FOCUS: AGS .....	77
Threatened by a cash crisis and battling for survival, AGS are one of F1's most popu- lar teams. Peter Nygaard reports on the history and development of the struggling French equipe.	
TEAM FOCUS: FOOTWORK PORSCHE .....	82
New power, new investment, new owners — but is it truly a new start for the for- mer-Arrows team from Milton Keynes? Mark Fogarty goes in search of an answer.	
THE GREAT GRAND PRIX CARS: COOPER F1 .....	90
David Phipps on the super Surbiton flyer of 1959-60	
LOOKING BACK: MONACO .....	96
Eoin Young revives the old days in the principality when rubbing shoulders with the stars was all part of a magical weekend in Monte Carlo.	
LOOKING AHEAD: MONACO .....	100
Peter Nygaard plots your itinerary to the next Grand Prix	
FORMULA FUN .....	102
THE LAST WORD .....	110



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## POLE POSITION

Nowhere in Formula One is it easier to forget the real world and the problems which inhabit it than in Monaco. The Mediterranean principality is like a mirage, awash with the wealth of those seeking a tax haven and a rest from the high-tech industrial world which generates the cash and the energy which fuels our sport. But it always comes as a shock, particularly to those travellers involved in the F1 circus whose eyes were drawn each day to study the living conditions and standards of life on the roadsides and verges around Interlagos at the time of the Brazilian Grand Prix. There, in the grass, mud and squalor of homes which look temporary but exist as permanent reminders of Brazil's temperamental economy, stood the families who provided the backcloth to a memorable racing weekend. For them, words like disaster and catastrophe are used accurately and not to describe such disappointments as faulty gearboxes and a wrong choice of tyres. In Brazil, all life is on the limit.

With that in mind, it remains disappointing to see the financial difficulties presently facing several Grand Prix racing teams and particularly AGS and Larrousse, two of the best-liked outfits in the pit lane. Their positions, however, only reflect the world we live in as the realities of the economic recession take their toll on companies and individuals worldwide, forcing the survivors to ask if they are pricing their products accurately and marketing themselves properly.

Formula One, by common consent, is going through the same process and, in many cases, finding it a painful exercise. But those teams, organisations and sportsmen who survive this period of belt-tightening financial prudence will no doubt emerge all the stronger and more successful for it in the end.

In such circumstances, hidden benefits also come to light. Young

and promising drivers are given their opportunities and new stars rise and shine. We have already seen the potential of Bertrand Gachot, Mika Hakkinen and J.J. Lehto this year and there is no doubt more will emerge. Monaco is a difficult place for any driver, but these young men will certainly give their best to prove that they

deserve their place among the glitterati. And, as we watch them fighting to prove themselves on the world's most glamorous street circuit, it is worth reflecting on the prospects for those other young people camped out by the roadsides in Sao Paulo. They are the two images of Formula One's constantly-changing world.



Money makes the world go round...



# Alboreto wrecks new Footwork-Porsche

Michele Alboreto became the first Formula One driver to be injured in a serious accident this season when he wrecked his new Footwork Porsche FA12 in testing at Imola on April 20.

Alboreto, who the previous week had shown great enthusiasm for the team's new car (see p 67), crashed at the infamous Tamburello curve where Gerhard Berger experienced his fireball smash in 1989.

"He was probably going about 170 mph at the time," said Footwork's managing director Jackie Oliver. "The car was 'totaled' and Michele suffered a bad cut on his right leg."

The 34-year-old Italian required 15 stitches in a wound high up on

his thigh and was immediately declared 'doubtful' to run in the San Marino Grand Prix on the same circuit the following weekend.

Asked exactly what went wrong on the car, Oliver said he and the team were not certain, but were taking steps to deal with all the likely causes of the accident immediately. He said the team would have only one new car available for the Grand Prix.

Alboreto was said to be keen to race at Imola as GPE went to press, but Oliver said a decision on his fitness would rest on a doctor's decision. "The cut is a nasty one and where he comes into contact with the seat so the stitches would re-open easily," said Oliver who was full of confidence for the team at the launch of the car (see p. 82).

Eye-witnesses said the accident appeared to be caused by a broken front wing, but Alboreto said he felt it was something at the back of the car which went. This scenario has chilling similarities to the Berger shunt at Tamburello when a broken end plate at the front of his Ferrari caused the Austrian to career into the wall.

The third week of Imola testing had been badly interrupted earlier in the week by snow which caused many teams to leave and go to Paul Ricard to continue their development and preparations for the opening European round of the World Championship.

Leading times at Imola (April 17-20)

1. Prost (Ferrari) 1:22.4
2. Berger (McLaren) 1:22.9
3. Alesi (Ferrari) 1:23.7
4. Senna (McLaren) 1:23.8
5. Moreno (Benetton) 1:24.3
6. Modena (Tyrrell) 1:24.8
7. Nakajima (Tyrrell) 1:27.4
8. Comas (Ligier) 1:28.0
9. Martini (Minardi) 1:28.6
10. Larini (Modena) 1:29.2



## PIT NOTES

■ Goodyear tyre company celebrated their 250th Grand Prix win with Ayrton Senna's victory in the Brazilian Grand Prix. Their involvement in the sport dates back to 1963, during which time they have only been out of the sport for six months. This victory, like their first with Ritchie Ginther in the 1965 Mexican Grand Prix, was thanks to Honda power and Goodyear are alone in managing a Formula One win every year since that first victory.

■ Martin Donnelly walked unaided into church to marry his long-time girlfriend Diane McWhirter on April 14 to show how far he has come since his 150mph accident at last year's Spanish Grand Prix. The ceremony took place at St James Church, Great Ellingham, close to their home in Norfolk. Despite a cast on his left leg under his suit Donnelly's walk up the aisle was the first time in nearly seven months he had moved without crutches. "I had hoped to have the cast removed but it did help me balance," said Donnelly. His bride was equally delighted. "It was fantastic to have him beside me and everything to go ahead exactly as we planned," she said. "It is difficult to believe that just a few months ago he was in hospital in intensive care." In the accident Donnelly broke both his legs, collar bone and skull and later suffered internal complications with his liver, kidney and lungs and was in intensive care for six weeks. He spent a further four months in hospital before transferring to Willy Dugli's rehabilitation clinic in Austria. Donnelly had set himself an original target of a tentative test in a Lotus by the end of April but realistically that may have to go back further. Lotus are standing by to make a car available as soon as



Congratulations Martin and Diane

Donnelly feels ready and latest predictions are for September.

■ The troubled Leyton House Grand Prix team have announced another major re-shuffle of its senior management. They announced on April 9 that joint Managing Director, Simon Keeble, had left the company and Mike Smith has taken sole charge. The biggest changes were in the design department where Chief Race Engineer, Gustav Brunner, has been promoted to Technical Director, over the head of Chief Designer Chris Murphy. Brunner, a vastly experienced designer, has also been appointed to the team's board of directors. Gordon Coppuck, returns to Leyton House, from Simtec and takes the role of Engineering Director. Owner, and multi-millionaire, Akira Akagi has taken closer control of the team with the appointment of Mr Yasutada Oda, of Leyton House KK in Japan, as Chief Executive "in order to foster closer co-operation and communication between the team and their Japanese owner," said a team statement. After the promise of 1988 the team has scored just 11 points in the last two years and been on the podium only twice. Mauricio Gugelmin was third in Brazil in 1989 and Ivan Capelli was second in French GP last year. The only other points of the season coming from Gugelmin's sixth place in Belgium. Their troubles seem to have spilled over into this year with the vandalism of the team's cars in Phoenix and then the fire extinguisher accidentally going off in Gugelmin's car in the last race in Brazil, restricting his race to just a few laps before the pain forced him to retire.

■ Footwork-Porsche director John Wickham has added the role of team manager in place of Alan Rees who has stepped up to the role of financial Director.

■ At the same time as they unveiled their new Grand Prix car at the Porsche offices in Reading (see separate story) Footwork unveiled a new three-year sponsorship deal with German electronics giant Blaupunkt and the German division of Shell. The international division of the oil conglomerate already supplies McLaren and Tyrrell.

■ Jordan Grand Prix is to be sponsored by the Japanese Fuji Corporation - which co-incidentally has the same colours as Jordan's Irish green.

■ Jack Knight, founder of steering and transmission specialists Jack Knight Developments, died on Saturday, March 30. He was 73. Jack Knight was well known for his work with Cooper in the 1950's and 1960's and later became an integral part of much of Britain's racing expertise and success.

■ During the course of the April 3-6 tests, the Imola organisers proudly announced that they had signed an agreement for five more years of Formula One at their circuit. They had been afraid of losing the race to the recently re-vamped Mugello circuit which had been bought by Ferrari.

■ Tony Rudd, for so long synonymous with Team Lotus and the Lotus Group, has officially retired from work for both companies after 53 years in the motor industry.



# Barnard's new baby: Is this the real thing?



Vision of the way ahead

John Barnard has designed another new car for a new team, this time Camel Benetton Ford, to follow his acclaimed work for McLaren and Ferrari during the 1980's. The new car is the Benetton B191, to be powered by the latest Ford HB V8 engine.

The launch of the new car took place at the Sheraton Skyline hotel at London's Heathrow airport amid flashing lights, loud music and spiralling smoke. For Barnard, a shy and retiring man by nature, it was an embarrassing experience. He much preferred to discuss his new car, his thoughts on the current Formula One scene and his design philosophy in a quiet way...

**Does this car fit into your concept of a three-year development cycle for each car? Do you still hold this philosophy?**

Barnard: "Yes, but I think when I refer to a three-year cycle, from my point of view, I refer to it as a programme. Let's say, on entering a new project that when you hope to be front-running competitive, it is after three years' work, I don't think we can run a chassis on as long

now as we used to without changing it. Certainly, this chassis is my first departure from the old ways of manufacturing a chassis which I have been doing up to now and it is a combination of both the way a lot of people have been doing it and I've been doing it. It is a combination of both and a first step towards building a chassis in a slightly different way in future. It is different in as much as the chassis represents a lot of the aerodynamic surface which I have not done before, having always carried bodywork for that, and at the same time I have tried to leave it open in a few areas where we can play aerodynamically and make significant changes without changing monocoques. I still have that option. But you have to remember I started with this, with Benetton, looking at making an input or the whole team and

looking at everything technically back in November 1989, so we are already half-way through a three-year cycle. I think also that what happens today is that we get engine changes far more than we ever used to. Of course, we had changes in the past, but the fundamental package always remained unchanged for three years or so. Now people are building new engines if not every year, then every other year, so you have to have a very flexible three-year programme for development all the time."

**Does this mean huge leaps in engine development will automatically mean new monocoques? And can you cope with this?**

Barnard: "Yes, certainly. When you change the engine you change such a significant part of it all that you may not be able to use the monocoque again. But what I've tried to do here, as opposed to just designing a car, is to create a situation where you can build exactly what you know you want to design. So, before you design something, you know you can build it and to do that you have to buy new machinery, employ new personnel who can do many different jobs. Then when you are happy you can do everything in a different, a new, way, you get on with the job. That is what a lot of the activity up to now has been - just working to create the right environment. Once we had achieved all that, then knew we were capable of Benetton of building a chassis I wanted - in a different way with all the capability to do it in house. This means too that we can make changes to the chassis if we need to and when we need to, like changing the shape a little bit or something. It is no big deal if you have

all the technology in house. But you have the flexibility, which is what I want with this car."

**Is it a major step forward, this new manufacturing method? What are you aiming for with this car?**

Barnard: "It is not such a big step. It is a small step. They all are really, except for going from aluminium to composites and things like that. It is a case of perfecting a lot of technology in-house and developing our capability. I am still trying to get to my objective of drastically reducing the number of components that make up a car. On one hand, with electronics and so on, we are increasing all the time, but on the other hand, to avoid having thousands of pieces on the car, I am trying to create it with less and less pieces. I am aiming to get, for example, to a monocoque where you make it and machine it and it is done. That's it. Finished except for bolting on the suspension and engine. In order to reduce the number of parts, I have designed this car as a step in this direction."

**Does the manual gearbox not mean you lose space aerodynamically around the cockpit? This must be a disadvantage?**

Barnard: "To some extent, yes. It has in those respects meant compromises. Yes. These have been unavoidable. We could not get to the position we wanted. It takes too long. All the equipment and personnel, the big learning curve. It takes a long time to test and develop something of that complexity for racing. I think if you arrive at the point where the auto-box is working just how you want it to with no problems, then you might sit down and make a change in shape on the chassis

which would require a new chassis to be made, but I would do that year by year. It is not easier altogether, but it is easier to be an optimised chassis, much less compromised than before. And we will be able to build around that in house very quickly whenever we need to do anything."

**When will we see the semi-automatic box in the car?**

Barnard: "I really don't know yet. It is not at the front of my queue of ideas for the car at the moment. It is in development. But active could be racing this year. It could be. But we are not even thinking about taking a decision until we have more information from development and testing."

**What do you think of the new McLaren MP4/6, the Ferrari 642 and the Williams FW14?**

Barnard: "Well, Williams have the fastest car in my opinion, but Honda have done a fantastic job with their engine. The V12 is so tractable and by the sound of it has such a wide power band. It is very impressive. I think the Williams is the quickest car, decidedly, but will have all the usual

problems associated with an automatic box. This, like a lot of things seems inevitable. You cannot achieve the last five per cent of any development until you put the car in a race and tell the driver there is a flag... go. And he switches from Mr Test Driver to Mr Racing Driver."

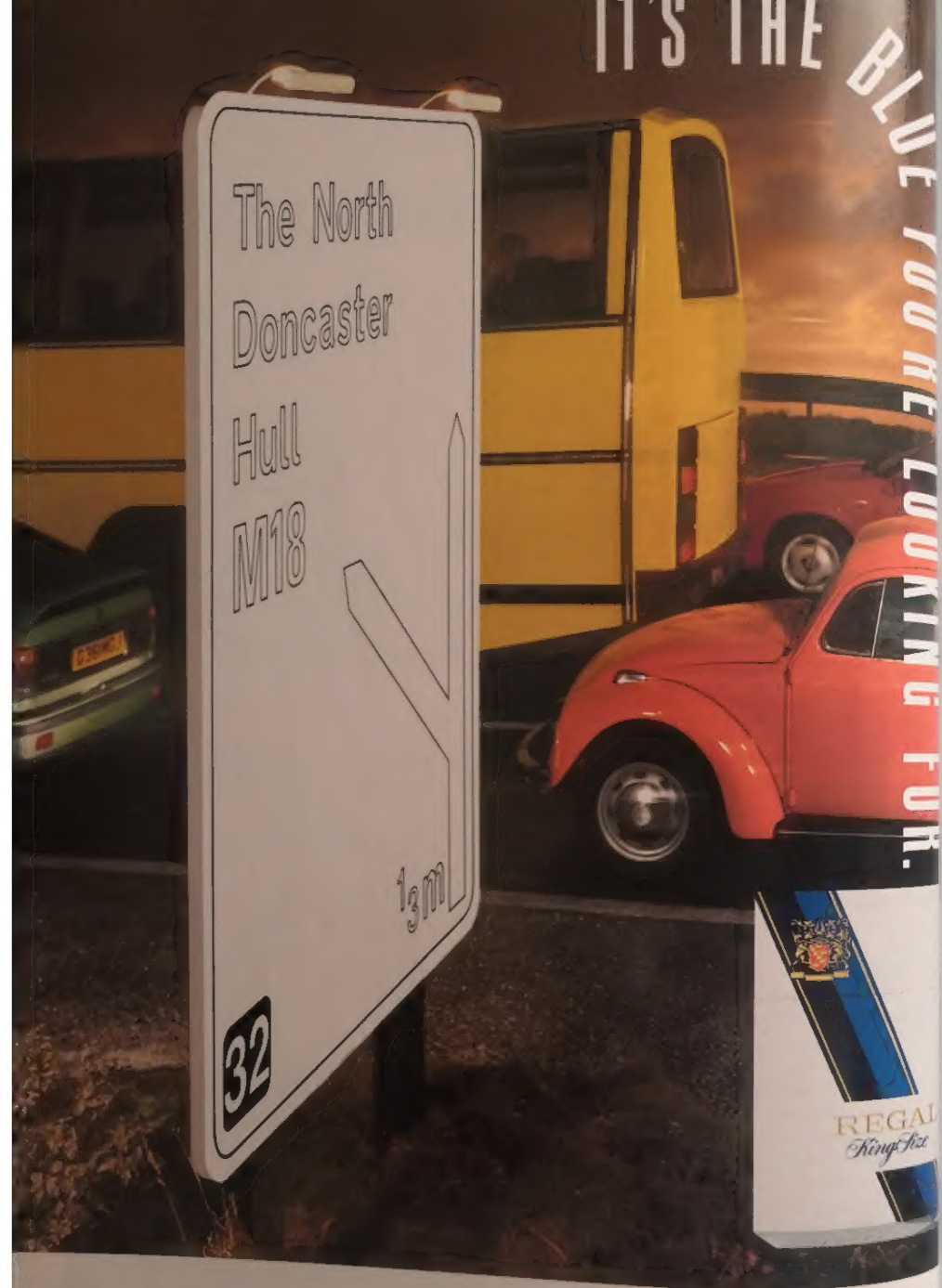
**Are you at a disadvantage now because Williams and McLaren have already raced their new cars?**

Barnard: "That's the problem with F1 these days. It is an ongoing thing. It really is a 12-month cycle and where you cut into it and where you put a new car is almost irrelevant. It is made relevant only by rule changes, which is something they drop on you at the last minute. It is something which has to stop. If we are to believe what we are told it will stop, certainly, from next year and the year after. That should allow us to consider things as an on-going cycle and bring bits in when they are ready and so on. It is unfortunate that this new car has had to come out for the first European race and not the first race of the year."



First time out at Imola





# KEEPING TRACK: DIARY

## MARCH 11

**Phoenix:** AGS and Larrousse are rumoured to be on the point of merging. According to the best of the stories doing the rounds, Gerard Larrousse is doing the pushing for a new identity which would save both teams from their perilous and unstable financial positions.

## MARCH 14

**Mugello, Italy:** Reports from Italy say that Ferrari are testing a new engine, codenamed the 291/2, which, it is said, features heavily revised internals. The V12 power unit is to be used with a new chassis for the San Marino Grand Prix.

## MARCH 18

**Rochdale, England:** Scott Russell Race Engines are said to be pressing hard in their search for a Grand Prix team. It is said that they are hoping to find a team to take their new 3.5-litre V8 and the V12 which is to follow.

## MARCH 19

**Silverstone, England:** Damon Hill makes his test debut for the Canon Williams Renault team, trying out several modified gearbox parts which the team need to check out before the Brazilian Grand Prix. Hill drove an FW13B fitted with the new Williams automatic gearbox.

## MARCH 20

**Tokyo, Japan:** Italian Pierluigi Martini is voted as the sexiest driver in Formula One by the readers of one of Japan's leading motor racing magazines.

## MARCH 21

**Silverstone, England:** Cosworth Engineering are reported to be carrying out development work on the Ford HB series V and VI engines amid claims that when they have finished the V8's will be the fastest-running engines ever built.



Senna, the birthday boy

## MARCH 21

**Sao Paulo, Brazil:** Ayrton Senna celebrates his 31st birthday at Interlagos on the eve of the Brazilian Grand Prix by giving a press conference and then starting a good-natured 'cake fight' with his chocolate birthday gâteau.

## MARCH 22

**Sao Paulo, Brazil:** Ayrton Senna in a Marlboro McLaren Honda tops the times in opening qualifying for the Brazilian Grand Prix.

## MARCH 23

**Sao Paulo, Brazil:** Senna cuts a further 2.5 seconds off his time to take pole position with Riccardo Patrese in a Canon Williams Renault second fastest.

## MARCH 24

**Sao Paulo, Brazil:** Senna wins the Brazilian Grand Prix for the first time despite severe gearbox problems with his McLaren MP4/6.

## MARCH 25

**Sao Paulo, Brazil:** In the aftermath of the Brazilian Grand Prix, it is revealed that the merger talks between Larrousse and AGS had broken down. Further news talk confirms that Alan Rees, a founder of the former Arrows team, has stepped down from his role as team manager with the new Footwork-Porsche team to become financial director.

## MARCH 27

**Heathrow, London:** Camel Benetton Ford unveil their new B191 car, designed by Technical Director John Barnard, at a highly-publicised launch in a hotel at London airport.

## APRIL 6

**Imola, Italy:** Riccardo Patrese, driving a Williams-Renault, sets the fastest time in testing at Imola. Nigel Mansell is absent following the death of his father. Williams uses Mark Blundell as a replacement driver and he clocks the sixth best time.

## APRIL 10

**Reading, England:** The Footwork-Porsche team unveil their new FA12, designed by Alan Jenkins, at the Porsche headquarters.

## APRIL 13

**Great Ellingham, Norfolk, England:** Martin Donnelly walks down the aisle, without the aid of crutches, to marry his long-time girlfriend Diane McWhirter. The previous evening he had appeared on television.

## APRIL 14

**Silverstone, England:** The Footwork-Porsche FA12 runs for the first time with Michele Alboreto at the wheel for six laps of the south circuit. In France, it is reported that the AGS team has placed itself in voluntary receivership. The team plans to continue racing while steps are taken to resolve its financial problems.

## APRIL 20

**Imola, Italy:** In testing, Michele Alboreto crashes the new FA12 at Tambarello at 170 mph. The car is wrecked, Alboreto escapes with a badly-cut leg.

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# Grand Prix Recession:

## "It's the worst yet," says Tyrrell

■ BY ANDY SMITH

The full effects of the recession may not be apparent in Formula One for another two or three months yet according to veteran team boss Ken Tyrrell.

He believes that this season could be the end of the prequalifying system as cash backing available to F1 teams is reduced in the aftermath of the recession and the Gulf War.

Stock market pundits have suggested that the recession would not be as damaging overall as most commentators had assumed; but Tyrrell warns that Formula One should brace itself. "A number of teams are in dire straits and as the season goes on I fully expect that some of them will fall by the wayside. We've never experienced that before in F1, but I'm afraid that it could happen this year. The previous recessions have not been as bad as this one or certainly not effected F1 as much. We probably won't see the results for a couple of months yet."

Speaking in the five week hiatus between the Brazilian and San Marino Grands Prix, Tyrrell noted that the fabric of the sport has changed since he first ran a F1 car in 1968 though he insists that his cause for concern is not because F1 is too big or too international. "It's certainly expensive yet the fact that we have prequalified this year, as we did in 1990, suggests that we have plenty of teams ready to take a risk. The problem is the recession and the Gulf War causing so many companies to cut back on their advertising and marketing budgets and it is those budgets that are used by Formula One."

With the sponsorship cash spread more thinly throughout the

sport the obvious teams to suffer will initially be the prequalifiers - currently Jordan, Lamborghini, Coloni, Fondmental and Dallara. Ken Tyrrell does not expect the early morning qualifying for qualifying to be around much longer. "By Australia, the final race of the season, it would not surprise me if we did not see any prequalifying." Of the teams that do have to go through the initial process, Tyrrell rates Jordan's performance as the highest. "So far they've come through the prequalifying well and that's an achievement because it really is a pain!" Jordan worked hard on securing major sponsorship - making almost 400 presentations to international companies before completing the deal with the soft drink manufacturer 7-Up. Tyrrell themselves, well known for attracting big name sponsors only to lose them to bigger teams, run under the banners of Braun, the German electrical goods manufacturer, and the Japanese food firm Calbee among others. "We are better off this year than ever before," said Tyrrell "but then again we're expecting to be a bigger team than last year." Tyrrell won two manufacturers titles in 1969 (as Matra) and in 1971, but have not won a Grand Prix since Michele Alboreto brought the 011 home first at Detroit in 1983. Forecasts by eminent observers suggest that this could be Tyrrell's best year for a decade and more, designer Harvey Postlethwaite's 020 having already picked up five points at Phoenix, and the team unaffected so far by the problems Ken Tyrrell says are looming for others. "We've expanded our work force at Ockham from 65 to about 100



LEROY



people so our expenses have increased considerably, we are still trying to build a team and a car on a budget that's less than half, maybe a quarter, of McLaren, Ferrari or Williams."

It sounds like an unfair competition, similar to asking Notts County to challenge for the European Cup against Juventus, Marseille and Real Madrid. Tyrrell is emphatic, there is nothing unfair about it. "It's up to us. We have to find the money that will enable us to do the job properly." He has set his team a target for the rest of the season - to finish with both cars in the points at the end of every race. "We can see our way clear to beat-

ing some of the teams between us and the Championship leaders, but it's going to be very difficult to beat McLaren and Senna. There's no doubt that McLaren have built a much-improved car this year - the Honda 12 cylinder engine worked straight out of the box - add Senna and it's a formidable combination to beat. But its reasonable to suppose that they won't remain as strong all year - everyone has their little ups and downs." For some, the downs will be outs, he predicts but does see a little light in the gloom. "Everyone will have a hard time this year but as the recession fades, 1992 could see the revival of past fortunes."

Tyrrell have expanded, said Ken, with more sponsors and success as our pictures show





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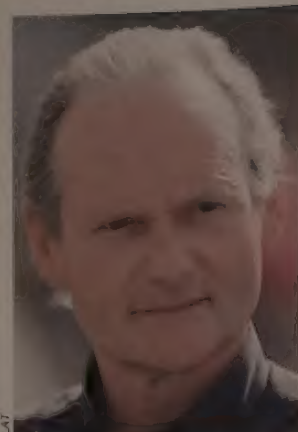
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■ BY GERALD DONALDSON

# Let's Keep on Making the News...

*"Go to the bathroom whenever you get the chance," Christopher Wren, foreign correspondent for the New York Times, suggests this is one of the basic rules of survival for travelling journalists. His advice seems useful for those who travel the world with the Grand Prix circus, though putting it into practice is not always an easy task for race-goers...*

Perversely, those venues where the volatile nature of the local cuisine can bring about the greatest sense of urgency tend to have the more limited, and primitive, facilities. Following the anguish and indignity of standing cross-legged in a lengthy queue, there is the distinct possibility of having to find relief in a horrific medieval device that can be such a shock to the system that one is reluctant to use it for the intended purpose. The suffering scribe who is caught short must learn to grin and bear it, either throwing caution to the wind or developing an iron constitution.

Off-putting too, particularly for male journalists, is the custom in certain countries of having female attendants man (woman?) the conveniences. The close proximity of one of these (invariably large and sturdy) custodians tends to make one shrink from the task at hand. When a tip is not immediately forthcoming they become particularly zealous in carrying out their duties (doling out paper as if it were currency, cleaning the cubicles and scowling at those who would dare defile their handi-

work), so one is forced to pay for one's privacy.

But even unattended loos can be the scene of embarrassing encounters, as I discovered while standing in one of those notorious Silverstone pissoirs a few British Grands Prix ago. There were two of us in the decrepit WWII-vintage hut, going about our business with as much nonchalance and dignity as one can in these situations, both steadfastly observing the unwritten rule of thumb that requires one to look up, down or straight ahead - never sideways.

It was peripheral vision, not curiosity, that caused me to break the accepted protocol and become an eyewitness to the spectacle of a field mouse crawling up the trouser leg of the gentleman (one of the blue-blazered type which abound at Silverstone) with whom I was sharing the trough. Since the rodent's future journey was taking place behind his back, the gentleman had failed to notice it and, casting decorum aside, I brought it to his attention. "Pardon me sir, there's a mouse crawling up your leg."

He glanced at me suspiciously

then quickly averted his gaze. I repeated the warning but still he refused to heed it. Instead, he began to frown at what he obviously regarded as some kind of perverted overture. Finally the mouse came into his view, quite clearly making rapid progress in the direction of his open flies. The gentleman began hopping about dementedly, attempting to dislodge the mouse by frantically shaking one leg while trying to keep the other firmly planted in front of the urinal so as not to spoil his aim.

Since he was being spectacularly unsuccessful in this latter manoeuvre I quickly took my leave, bringing into play another of Christopher Wren's survival suggestions for journeying journalists: "Don't carry anything you can't carry at a dead run for half a mile."

Here too the Grand Prix journalist is faced with obstacles that interfere with putting a rapid retreat into effect. Chief among them is the plethora of printed matter that inundates the pressroom each race weekend. In Brazil I dutifully collected one example of each press release issued by the teams, the FISA news bulletins, the sponsor's press kits and the Longine/Olivetti timing and results sheets and came away with a bundle bigger and heavier than my laptop computer. Besides playing havoc with the weight reduction and aerodynamic

efficiency of a journalist in a hurry the combined effect of this cumbersome accumulation is to stand in the way of truth.

Because there are far more losers than there are winners one might reasonably assume that losing is far easier than winning. But this is not necessarily the case in Formula One where, according to the excuse sheets issued on behalf of the 33 non-winners at every race, losing is a much more difficult and complicated process than simply taking the chequered flag first.

The chronicles of heroic failure begin to appear early on Friday when several press releases explain in great detail the fascinating misfortunes of those who have failed to even pre-qualify to be able to lose. For the survivors, there follows two days of puff pieces devoted to the tremendous effort of not getting good grid positions. Finally, on race day, because the poor victor is outnumbered 25 to 1, the bulk of the news is heavily favoured in favour of the vanquished.

In the heat of the battle to get the racing news out to the waiting world there is a danger that the tale of anyone unfortunate enough to be successful will be swamped in the sea of words describing the entertaining misadventures and the elaborate, iron-clad alibis of the also-rans. This is especially true when a driver wins unchallenged,

as Senna did in Phoenix. It helps if a winner triumphs despite adversity, as Senna did in Brazil, but his problem is that he wins too often. People get bored reading about incessant success, silk purses are not nearly as newsworthy as sows' ears, and Ayrton Senna would likely get more ink if he lost.

(The phenomenon of loser as hero may be particularly peculiar to the English who, according to the essayist Philip Guedalla, "always prefer someone, who is something, to be really something else. This is called the amateur tradition, and is a sure safeguard against the grave menace of professionalism." Monty Python alumni Michael Palin put it another way: "The British like distinction to seem ordinary and unwilling... a kind of muddling accident." This attitude helps to explain the ultra-professional Senna - though some argue that he achieved some of his success by accident - still often fails to get positive results in the press).

So, the harassed hack who concentrates on trying to avoid being contaminated by the propaganda fallout in the pressroom, and the potential trouble in the toilets, runs the risk of completely overlooking Christopher Wren's third rule of the travelling journalist: "As soon as you land in the middle of a story, start figuring how to get yourself out of it."



Eric Bernard in Brazil - another heroic failure



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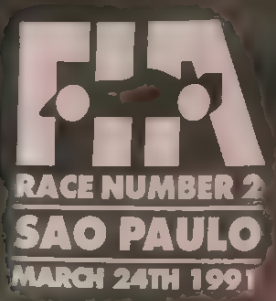
**AUTOCAR & MOTOR**



**The Sierra 4x4 Cosworth.**









*In Phoenix it came straight out of the box and flattened its rivals. The McLaren MP4 6, that is. Frankly it threw a lot of people into confusion, not least the majority of the engineering staff at Ferrari.*

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If you took a mean of the qualifying times of Senna and de Cesaris to make a mate for David Berger you perhaps got the true picture. Senna took the pole yet again, his 5.11s, with the dramatic 1m 16.92s lap. Berger lined up fourth on 1m 17.47s. The average is 1m 16.94s, and that, tellingly, would appear to put the car behind the Williams. Riccardo Patrese, again in superb form, outqualified Nigel

All of Goodyear's runner-up expected to stop once for his rubber, only Ferrari planning two calls, but when Mansell made his at the end of the 25th lap it all went wrong. The tyre change itself was reasonable, but for agonising seconds he couldn't find gear in the semi-automatic box. Senna made his stop the following lap, and it took him half the time. When Nigel had worked back into second place by lap 29 the gap was back to 7.26s and he had to start all over again. He took it easier this time. It was 7.27s even as late as lap 33, but had halved 11 laps later. The lowest it got was 31s on lap 44, but then a combination of traffic and something else opened it again. The something else was the cut on his right rear. Goodyear had sustained a hole in its centreline. He came in on lap 50 for another stop, got out in front of Patrese and started attack for the third time. By lap 54 he had reduced lap times to a deficit to 18.9s and the marginally inclined dramatically tired

It could have been done, but ultimately it wasn't. Like Patrese, Mansell had been suffering from the occasional slow downchange from the trick gearbox. One of them caught him out on lap 60 and pitched him in to a spin and he took the downhill left-right flick after the pits. Perhaps a more mechanically sensitive driver might have spared the car more. Whatever, Mansell did one of his crowd-pleasing spin turns, wreathed in tyre smoke, took off again in the right direction and got up to third gear before, he later alleged, he found there weren't

Whatever it was, a self-imposed wound or not, Mansell was through for the day in a race he would probably have won. With him went 14 Championship points, for had he triumphed he would have won 10; equally important,

Patrese sat 40s behind Senna to Mansell's demise, but that's not the only place where the underdogs came alive again. Round the circuit it was audible that Senna was in 12-gear election trouble, had been since fourth gear went awol on lap 51. He began missing it out, but the strain became too much. With seven laps to go, third and fifth went out in sympathy. By now a light drizzle had turned









# RACE REPORT

## INTERLAGOS, BRAZIL

1991 Race No 2

Circuit length  
2.687 miles (4.325kms)

Race distance  
71 laps (191.777 miles)

1990 Winner  
Prost (Ferrari 641)

Qualifying record  
Senna (McLaren Honda)  
1:17.277 (241.483kph) 1990

Race lap record  
Berger (McLaren Honda)  
1:19.899 (191.871kph) 1990



**RACE NUMBER 2**  
**SÃO PAULO**  
MARCH 24TH 1991

### Pre-Qualifying

Pos	No	Driver	Time
1	22	J Lehto	1:19.54
2	33	A de Cesaris	1:21.19
3	32	B Gachot	1:21.84
4	21	F Piro	1:21.967
5	35	L Van de Poele	1:21.949
6	34	N Lari	1:22.044
7	31	P Chaves	1:22.241
8	14	O Grouillard	1:23.951

### Qualifying

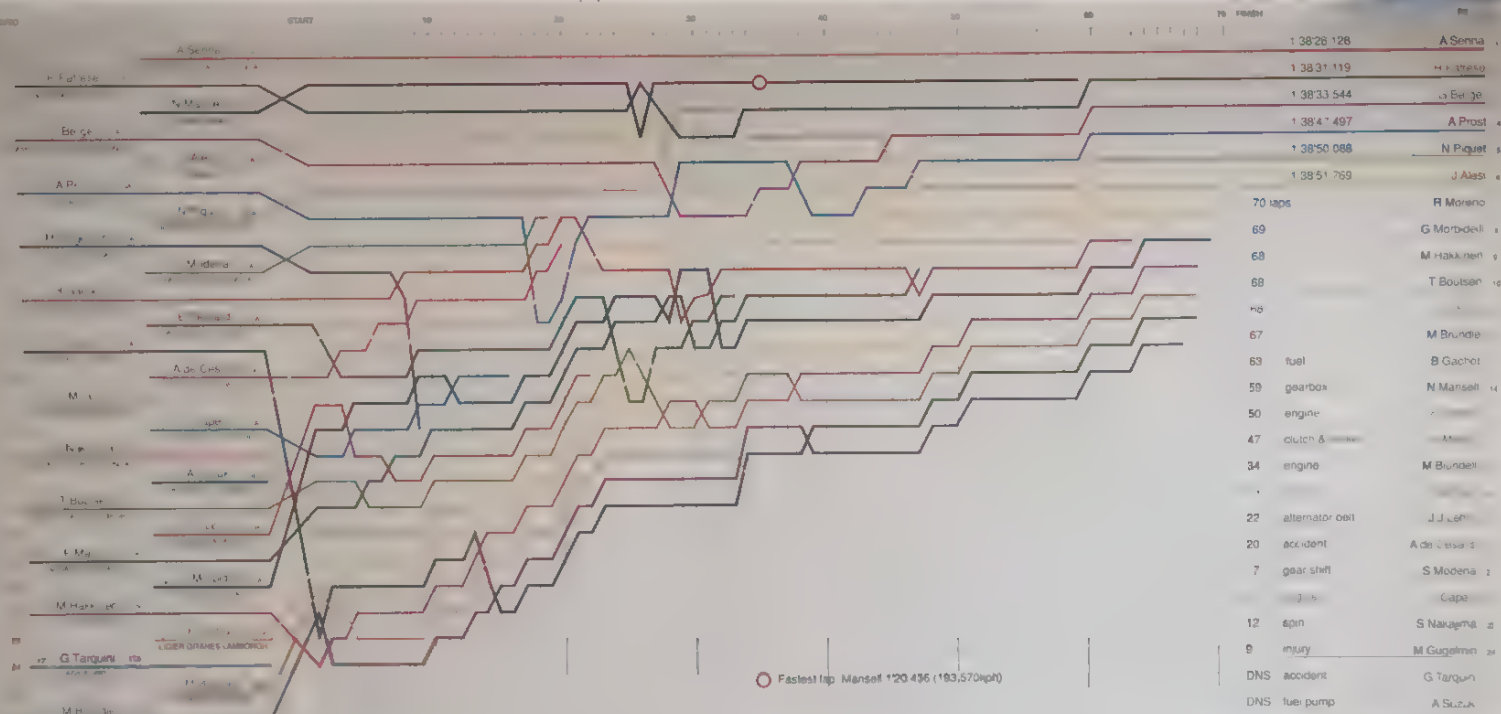
Pos	No	Driver	Friday	Saturday
1	1	A Senna	1:18.31	1:18.392
2	6	R Pateuse	1:22.089	1:16.15
3	5	N Mansell	1:20.76	1:16.843
4	2	G Berger	1:19.57	1:17.47
5	28	Alesi	1:19.383	1:17.613
6	27	A Prost	1:20.79	1:17.734
7	20	N Piquet	1:21.15	1:18.57
8	15	M Gugelmin	1:22.186	1:18.664
9	4	S Modena	1:21.709	1:18.81
10	32	B Gachot	1:21.493	1:18.887
11	29	E Bernard	1:22.127	1:19.291
12	31	F Piro	1:21.286	1:19.405
13	33	A de Cesaris	1:21.710	1:19.339
14	2	R Moreno	1:21.266	1:19.360
15	16	J Capelli	1:21.171	1:19.517
16	3	S Nakajima	1:21.225	1:19.546
17	30	A Suzuki	1:22.281	1:19.832
18	25	T Boutsen	1:23.197	1:19.868
19	22	J Lehto	1:22.243	1:19.954
20	23	P Martin	1:22.852	1:20.175
21	24	G Morbidelli	1:26.147	1:20.502
22	11	M Hakkinen	1:25.587	1:20.611
23	26	E Comas	1:22.682	1:21.168
24	17	G Tarquini	1:23.618	1:21.219
25	8	M Blundell	1:23.547	1:21.230
26	7	M Brundle	1:23.271	1:21.280
DNQ	10	A Caffi	1:25.555	1:22.190
DNQ	18	S Johansson	1:24.698	1:22.432
DNQ	9	M Alboreto	1:25.795	1:22.770

### Warm-up

Pos	No	Driver	Time
1	5	N Mansell	1:20.436
2	27	A Prost	1:20.635
3	1	A Senna	1:20.841
4	28	Alesi	1:20.891
5	2	G Berger	1:20.975
6	19	N Piquet	1:21.280
7	6	R Pateuse	1:21.650
8	20	R Moreno	1:22.473
9	11	M Hakkinen	1:22.613
10	23	P Martin	1:22.887
11	32	B Gachot	1:23.51
12	33	A de Cesaris	1:23.144
13	24	G Morbidelli	1:23.681
14	29	E Bernard	1:23.270
15	4	R Modena	1:23.424
16	16	J Capelli	1:23.880
17	26	E Comas	1:23.587
18	15	M Gugelmin	1:23.669
19	21	F Piro	1:23.808
20	25	T Boutsen	1:23.873
21	22	J J Lehto	1:24.420
22	3	S Nakajima	1:25.053
23	7	M Brundle	1:25.319
24	8	M Blundell	1:26.224
25	17	G Tarquini	
26	30	A Suzuki	

### Entry List

No	Driver	Team	No	Driver	Team
1	A Senna	BRA McLaren Honda	19	R Moreno	GBR Scuderia Italia
2	G Berger	ITA McLaren Honda	20	N Piquet	GBR Scuderia Italia
3	S Nakajima	ARG Scuderia Italia	21	F Piro	ITA Scuderia Italia
4	S Modena	ITA Scuderia Italia	22	J Lehto	FIN Scuderia Italia
5	N Mansell	GBR Williams Renault	23	P Martin	ITA McLaren Honda
6	R Pateuse	ITA Williams Renault	24	G Morbidelli	ITA Minardi F1
7	M Brundle	GBR Williams Renault	25	T Boutsen	GBR Ligier Lancia
8	M Blundell	GBR Williams Renault	26	E Comas	FRA Ligier Lancia
9	M Alboreto	ITA Lola Ford	27	A Prost	FRA Ferrari
10	A Caffi	ITA Lola Ford	28	J Alesi	FRA Ferrari
11	M Hakkinen	FIN Lotus	29	E Bernard	FRA Larrousse Ford
12	J Bailey	GBR Lotus	30	A Suzuki	JAP Larrousse Ford
14	O Grouillard	FRA Fondmetal Ford	31	P Chaves	POR Coloni Ford
15	M Gugelmin	BRA Leyton House Boro	32	B Gachot	BEL Jordan Ford
16	J Capelli	ITA Leyton House Boro	33	A de Cesaris	ITA Jordan Ford
17	G Tarquini	ITA AGS Ford	34	N Lari	ITA Modena Lamborghini



### Drivers World Championship

Pos	Driver	Total	USA	BRA
1	A Senna	20	10	10
2	A Pateuse	6	0	0
3	N Piquet	6	0	2
4	G Berger	4	0	0
5	S Modena	3	0	0
6	S Nakajima	2	0	0
7	A Suzuki	1	0	0

### Non-qualifiers

- Pedro Chaves had a fuel pump problem, oversteer on his first set of qualifiers and Van de Poele in his way on his final run.
- Grouillard had engine trouble during his first set of qualifiers but made the cut.
- Larini had a fuel pressure problem and Van de Poele was simply not quick enough.
- Grouillard reported an improvement from a new gearbox and rear suspension but he spun after nine laps and reverted to the old car which wasn't quick enough.

### Non-qualifiers

- Alex Caffi damaged his undertray and found A11C with Porsche engine too slow.
- Johansson tried hard but team underpowered car for race and lost out on qualifying.
- Alboreto had gearbox problems Friday and a spin Saturday. Porsche engine too heavy.
- Julian Bailey had an alternator fire and an upright problem on Saturday and had to use Hakkinen's car.

### Constructors World Championship

Pos	Driver	Total
1	Williams Renault	6
2	Tyrrell Honda	5
3	Lola Ford	1











"I've no truck about 10 miles north of Waco, a plow in the Englishman's hand. It is the only steel saw cut from a Swiss invention. I'm not a Jew. We Jew Sabas, coming to Swiss from Germany, are a good deal of us. I'm not a traveler, but a visitor to the affair. I'm a Jew, too."

the 1990s, the world's combined stock of U.S. dollars was within 1 percent of the total amount of U.S. dollars in circulation, and the U.S. government's Treasury Department was maintaining a portfolio of U.S. dollars to cover 200 percent of the U.S. stock of foreign currency convertible into U.S. dollars. The U.S. government's 200 percent rule was the "gold standard" of the international monetary system, and it was the only rule that could have been followed by all countries.

I am a bit disappointed that they will not be long, but I will take it in my turn. But I have a very good friend and she understands why. We will have to do together but we meet up after the Spanish Grand Prix each year and we also stay together. It is always nice to come to the British Grand Prix but of course at Silverstone.

She picks up with a slight "She copes." Our routine is quite tough. When we arrive we are tired, so we like to get a rest. Monday is our free day to recuperate, really, but we just feel very tired. We stay at the Metropolitan Plaza Hotel. Not bad at all—it does us alright. I usually ah, the kids go out for a meal on the Monday night and then early to bed.

on Tuesday I come in here  
to the circuit to sort out the 2,200

ties we've got here on equipment and generally get paid for the weekend ahead. We're all in by about 9.30 in the morning. By all of us, I mean 150 liters over from England, the four engineers and Barry and Les on the management side.

I like to try the local places, eat the fishes of the country, and are in far more adventures than some of the lads and they think a bit of a gourmet. Then again, it is much the same Wednesday, except that we really start to work on mounting tyres. We did about 400 on the Wednesday morning this week.

We did the C's for the race. We collect them from the stores, lay them down and fit them to the wheels which each team brings in. They have to be mounted and then inflated and balanced. The simplest mistake would be to put the wrong tyre on the wrong wheel. Someone has to keep a close check and look carefully at the tyres when they are being inflated. You could have one that has been damaged in shipping. A little part could be cut or broken, the tyre wall perhaps, and this could really be dangerous.

The tyre pressures are set after consultations between the teams and our engineers. A lot of talk goes on before the decisions are taken. This weekend we had 2.230 tyres here in all. A lot of tyres! The BS are the hardest ones, the CS are the main tyres, the DS are for the pre-qualifiers and then there are the qualifying tyres and the wetts. It is a bit to think about when there are changing weather conditions.

"We carry on preparing on Wednesday. In Europe, of course, we would do it all on Thursday and not have the extra days. We all feel a lot of competition. There are lap records to be considered, the race results of course and comparisons with other meetings in previous years. You need to be fit and tough for the job. It is a demanding job and it can be very hard work, physically. Working on the fitting table is the worst.

"I think the wheel and tyre combination must weigh about 20 kilos and there are usually about two or three guys there. They handle them all and if you divide 850 by three... well, it is quite a weight. By Friday morning, the engineers have done their work consulting the teams and made a programme for the weekend. So many sets of this and that. It is all decided.

"Here, it was fortunate on Friday morning that each team had a back-up of three sets of wets. One for each car and one spare. It really rained heavily and they needed them. Sometimes, at times like that, it gets really hectic. The guys come rushing in and all want it done immediately.

"The worst I can remember was in Rio in 1987 or 1986, when it rained suddenly on Sunday morning. We had to work all the time that day and had only half an hour's break in 13 hours. But it is just part of the job, like it was here on Friday. After that it is just pretty bad."

Pirelli's return to F1 has meant a lot more competition, more people at the races and more compounds. More work. I am here on Sunday morning early after getting



Yes, it was used in Brazil!

on the road for 5:30 a.m. It's a long day and we deserve a good night out at the end. Winning the 250th race for Goodyear means a night out with the boys and a bit of a celebration, then bed as usual.

and away and home on the plane again on Monday. By the time you arrive home again, you feel awful. That never changes after a long flight."



sprawling and squalid, South America's  
oung city hosted  
And Monaco

after dark...

PICTURES BY STEVEN TEE



POSTCARD FROM...

SAO PAULO

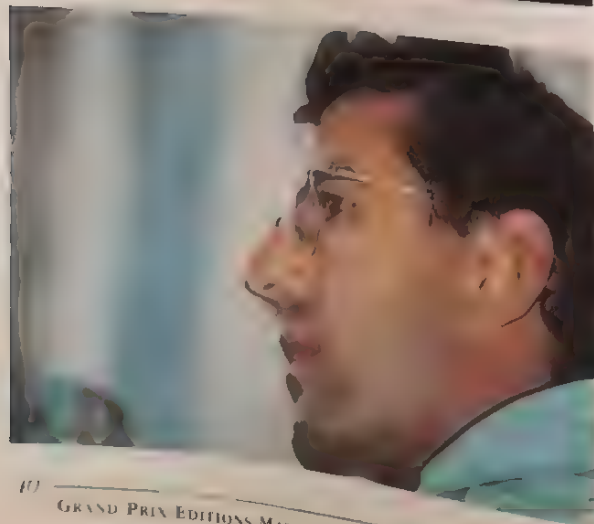
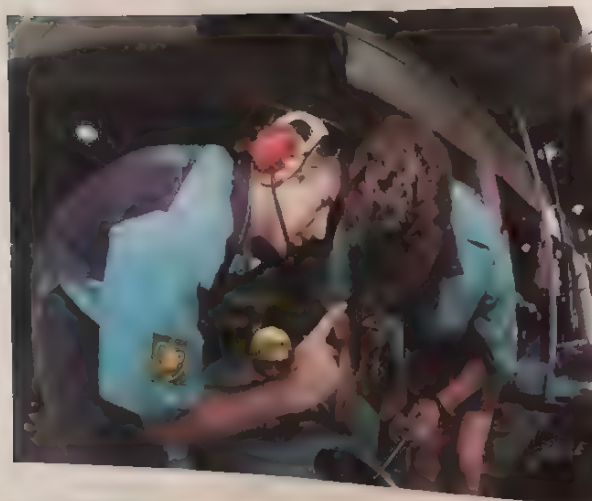




It was wet, one was... had a few... Mark Blundel... ration from... Riccardo Patrese... just plain... worse for Nigel... went out for a lap... and came upon an... unhappy hour and... ed a push







After their alarm in Phoenix, the Leyton House team had a quieter weekend in Brazil. The pits were busy, but not with repairs for vandalism. Like everyone else the locals tried to find the best seats at the circuit and make the most of the bright lights after dark.





For one man, Sao Paulo is special. Ayrton made the night special this year by giving the crowd a taste of medicine and a lesson. The Brazilian ace was on Thursday before the race, and it was a great way for him to celebrate his birthday.

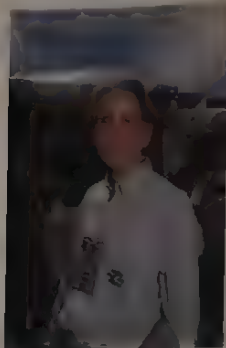








## CRITICAL CONSIDERATIONS: JOHN WATSON



■ BY JOHN WATSON

*Two or three years ago, everyone could not wait to rush off to Brazil for two weeks pre-season testing, and a chance to enjoy the sunshine and the other pleasures Rio de Janeiro had to offer. Now, however, we arrive in Brazil at the last possible moment and aim to leave after the race on Sunday night. Sao Paulo, quite simply, does not offer the same excitement, glamour or colour as Rio did in representing Brazil...*

The reasons for selecting and racing on different tracks in the World Championship are not an open secret in Formula One. Rio was always a popular place to start the year and the change to Interlagos came as a surprise to most people and a disappointment to everyone. Also, by making Brazil the second Grand Prix of the year, FISA effectively destroyed the pre-season build-up period which had an added attraction in the past. Instead of feeling like a new season, these two season-opening races in the United States and in Brazil feel like an extension of last year. The true spirit of the 1991 championship will not unfold until Imola has hosted the San Marino Grand Prix.

Having said all that, Brazil was a triumph for Ayrton Senna who, after trying for the last seven years to win in his home country and more recently in his home town, at last enjoyed a satisfying victory. At least someone left Interlagos well and truly pleased with his day's work.

The most interesting feature of the Brazilian Grand Prix for me was the performance of the Williams Renaults which proved to be the fastest cars over the weekend. This takes nothing away from Senna. His contribution to any victory is always remarkable, but as I have said often in the past, the overall strength of McLaren Honda is so complete that even if Senna is not driving the fastest car the team can still win the race.

To win two races on the trot with a brand new car and the new Honda V12 engine is extraordinary

and it is difficult not to overstate that achievement. What the McLaren team did at Phoenix and Sao Paulo was very impressive and is important to recognise the fact that Ron Dennis's team plays to enable Senna to win the races. You do not need to be a Sennaphile or a McLarenphile, and nor do I recognise their massive achievements. You need only to have your eyes and ears open.

So, the two outstanding teams in Sao Paulo were McLaren and Williams. Ferrari were a big disappointment. After Phoenix, the team were to be heard grumbling about that circuit, suggesting that once they returned to the 'real' and natural racing circuits on the calendar, all would be well again. Well, Interlagos is as real in that sense as any circuit to be used this year and Ferrari had their Italian drivers well and truly blown off.

I do not know if there is an Italian equivalent to Japanese colic posture, but certainly the kind of controlled rationale that Ferrari need to be applying to rectify their problems has become a dire and urgent necessity. The Italian team suffers from a kind of factionalism with the drivers, Alain Prost particularly, battling with team manager Cesare Fiorio to control the destiny of what really should be the most unbeatable and majestic team in Formula One.

I suppose the difference between the Italian mentality and that of the others is the part played by passion and politics and not just cold rationale. Sometimes, the politics within Ferrari appear to mirror Italian

Machiavelli. In fact, Italian politics are almost worthy of private study in this connection as there are more political opinions in Italy than gearchanges during the Monaco Grand Prix.

What happens at Ferrari is always hamstrung by politics with each faction looking to its own ends. Prost is trying to bring stability, but by doing so he is fuelling this situation. He is, of course, highly political himself, but he does not seem to have natural allies. It was

very different for Niki Lauda who, in his years at Maranello in the mid-1970s, enjoyed the support of Luca di Montezemolo. They worked together in the 1974-1975 period and produced results not seen since at Ferrari. Only Jody Scheckter's World Championship win more than a decade ago has seen Maranello enjoy similar glory days.

Since the 'Old Man' died, there has been no 'Old Man' to take his place and instead a lot of power struggles. With their potential

Ferrari should be blitzing even one year in and out. But, after two races this year, McLaren and Senna were 11 points clear of Prost and Ferrari.

It is likely that other drivers and teams are going to win races and so dilute the challenge to Senna in a situation which is surely becoming more and more bleak. Please Ron Dennis, Williams, for example, and Benetton are also likely race-winners and will in the process water down Prost's challenge. Prost may find it very difficult



Alain Prost, out on his own with Ferrari

# OPINIONS AND LETTERS TO THE EDITOR

*Grand Prix Editions welcomes all letters to the editor and contributions of written opinions on any aspect of Formula One. Letters will be edited and may be reproduced in whole or part. None of the views expressed reflect the views of the magazine.*

Please write to: The Editor, Grand Prix Editions 171 New Bond Street London W1Y 9PB

## WHY NOT JOIN THE GRAND PRIX CLUB?

Sir,  
I am an avid reader of Grand Prix Editions and have every one of your magazines from Issue no. 1 in 1987 when it was called *Prix Editions*.

I was interested to read Lesley Gunn's letter on page 51 of your March 1991 issue. She called for a pen-pal column. This sounds a reasonable idea. Maybe you have heard about the Grand Prix Contact Club which I founded over five years ago. We have members from 40 countries and its chief purpose is to enable F1 enthusiasts to make contacts.

Upon enrolment, each member receives a complete Who's Who of members world wide which shows names, addresses, ages, languages spoken, favourite drivers and teams, particular interests in collecting etc. The Who's Who is particularly useful for those who collect post-cards, autographs, books, stickers, magazines etc.

Additionally members receive a monthly newsletter to which I invite contributions: race reports, free advertisements for sale and wanted, and there are other interesting things included also, like special offers.

Could you please find room in your next "In My View" to publicise the Club? I operate the club as a sideline interest and it is non-profit making.

DAVID H. JONES  
20 Broomfield Road  
Stokeley, Essex, S.S.16 5RS

## GRATEFUL WORDS FROM A HAPPY AUTOGRAPH HUNTER

Sir,  
For well over a year I have been putting together a collection of autographs from racing driver from all forms of motor sport, and from all over the world. Many of them have been collected by post as work and finance will not allow me to attend as many race meetings as I would like to. The response to my letters has been little short of fantastic, I have over 200 autographs including eight World Champions, Formula Three champions, BTCC driver's champion and the autograph of the world land-speed record holder Richard Noble.

Would it be at all possible for me, through your pages, to pass on my thanks to all the people in motor sport who have helped and inspired me to keep striving for an even larger collection of autographs, and please give a special mention to Mr. John Brannigan, (of John Brannigan International), who after receiving my letter took the time and trouble while at the great Indy 500 race to collect autographs on my behalf and then to deliver them in person to my home.

Also, to all those people to whom I have not yet made contact, rest assured I may do in the future, as I hope to have one of the biggest collections in the world I hope that you continue to print one of the best magazines on the market on motor sport and hope that you may start a Pen-Pal section as suggested in Vol 5 No.1, by Lesley

Gunn on your letters page. Subscribing to your magazine was the best thing I've done in years. No more missing issues from the newsagent. May I thank you very much for your help and may Grand Prix Editions long continue.

Mr. Barrie Clucas,  
19, Townsday  
Cuerden Green,  
Lostock Hall,  
Preston, PR5 5YQ,  
Lancashire, England

## MY GENERAL ADMISSION PHOTOGRAPHY

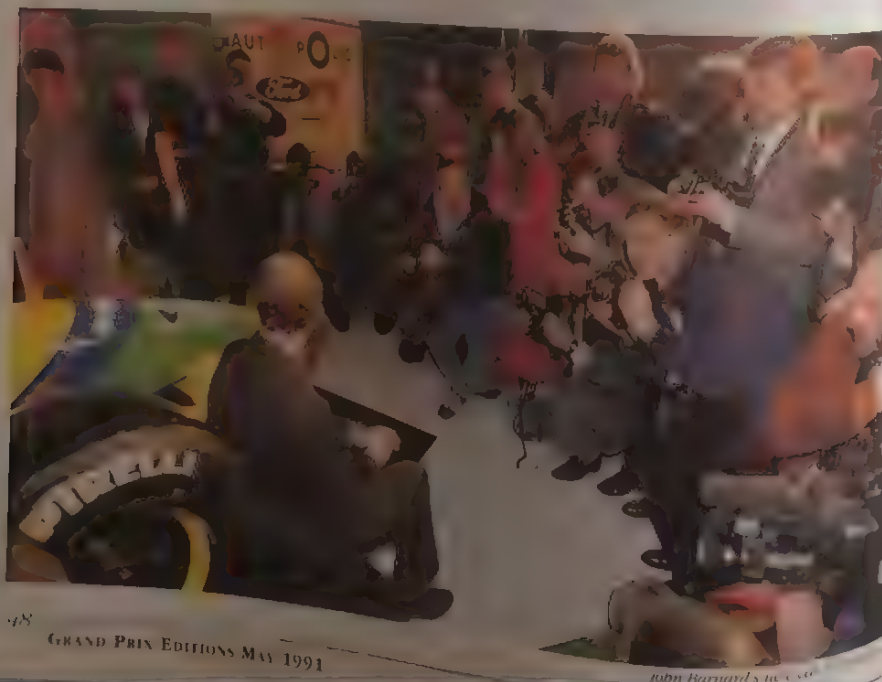
Sir,  
Bigger, Brighter and Better than ever.

That is absolutely true. The new outfit is just outrageous!!!

I was amazed that you could still improve a magazine, as fine as PEI was last year, this much. I had suggested to you to have more driver profiles and even that is taken care of in your first smashing issue of the season.

You probably remember me; I am the guy who wrote the tribute to Sandro, who is a keen photographer as well. Thankyou very much for publishing my Nannini picture; my pen-pals seem to love that picture.

As you may recall I made an offer to supply you with pictures that you might publish anywhere free of charge. In order to keep your interests alive I decided to send you some other pics, so that



John Barnard's in-cab



GRAND PRIX EDITIONS MAY 1991

**PHILIPS**

RADIO 1 FREQUENCIES:

Land's End. 97.7FM

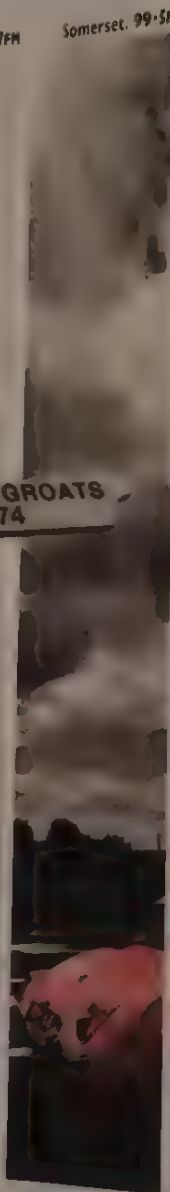
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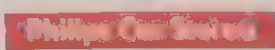
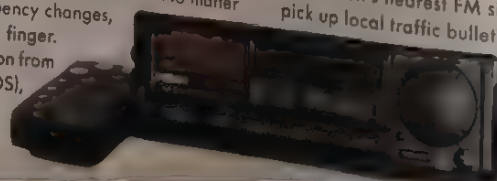
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# Is Nelson a Victim of his own Success?

Some have labelled him, Nelson Piquet, as one of the great drivers and stars of Formula One. A man who provokes reaction with his outrageous humour and complex personality. He remains at the top despite some slips.

■ BY MIKE DOODSON







LAT

**B**ut it all worked out differently. Sitting on an easy chair in his private suite in Sao Paulo, he's more relaxed than I have seen him since his 1987 world championship with Williams and Honda. Half an hour ago he finished qualifying at Interlagos, and Catherine Valentim, his lovely Belgian girlfriend, is busy fielding telephone calls in her excellent Portuguese. Although he's exhausted, Nelson wants to talk, and the emphasis which he puts into his words makes them count.

He is almost painfully candid about the way he has used his own ability. In a professional way Prost did a better job than me," he admits, unprompted; "he's much more political than me, he always looked for the best car, and he won more Grands Prix. So you can say that because he did a better job than me, better than me. But I don't think he'd be quicker than me, or he could set up a car better than me."

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Nelson actually likes Prost. But he doesn't hesitate to point out the differences between them. Alain never cared much about the steps in the team, he says. When he was at Renault, he made a mess there. I don't do that kind of thing.

What about Ayrton Senna? Instead of delivering the usual unspeakable sexual caresses Nelson discusses his fellow country-



Home in Brazil, 1991

man objectively. "Well, his life is boring. Nothing else. He's driving very well, taking all that risk, and wants to drive racing cars and to be very famous. That's why he organises all the press so well every year, he spends a lotta money on that. It's all done to put him in the papers."

But he is struggling for the English word which he needs to describe Senna. With a little help from Catherine - who by a nice coincidence was Senna's squeeze for a brief period before taking up with Nelson - he finds the missing term. It is vanity.

Is it possible that the divine Senna was vouchsafed to Senna make him feel indestructible? "If he is really like this, if he is that way, he is crazy," Nelson obviously thinks about Senna. "I want to see what his life will be once he stops driving. Because there is much more to life than racing." Under his breath, he mutters, chillingly, "that guy's going to find a hard wall one day."

Paradoxically, it is Nelson's determination to enjoy himself away from racing which has protected him his reputation for being lazy and uncaring. In fact, it is reputation fresh and enthusiastic.

And believe me, he is just as keen on being world champion now at 38 as he was ten years ago. So what went wrong?

To some extent, Nelson is a vic-

tim of his own success. He started winning races and world championships much earlier in his career than even Prost or Senna did and somehow people expected the cascade of achievements to continue. Instead, while Prost's career went through the bad periods before his first world title, Nelson's hit tough times after he had already been champion twice.

He has only himself to blame for most of it. He tried to hide the fact that his accident at Imola in 1987 was affecting his driving throughout most of his last year at Williams. And he didn't do enough checking on the technical capacity of the Lotus team before he signed up for the Camel millions.

Like all of the sport's great drivers when they were new to F1, he had a few electrifying races to his credit with Brabham. But he never possessed the incendiary touch that earned such affection for the likes of Villeneuve and Mansell. If you count up the number of championships won by that approach, you'll know why he seems to be so careful. Like Hulme and Stewart, Fittipaldi and Lauda, he has the prosaic but effective gift of being able, and willing, to work with his engineers and to set up his car to be a winner.

He is the first to admit that it is a quality which he learned from Niki Lauda. "Before I drove for Brabham, I didn't know how to

— the problems I had with the car and I had to listen to Niki's descriptions 'when the car goes into the corner it is understeering or oversteering. I had to feel the same things so I could tell the engineers'.

He was always close to the Austrian. Niki was fascinated by Nelson's ability to relax completely, even to fall asleep in the cockpit of his Brabham. In return, he taught his Brazilian friend about flying and the advantages to be had from owning your own plane. But to buy a plane you need money - and Niki taught Nelson about that, too.

Niki told me that when he left Ferrari at the end of 1977, he was making something like \$160,000," recalls Nelson. "He went to drive for Brabham in 1978 for \$400,000, and the year after he drove for \$600,000. The next year he wanted \$1 million and they didn't pay him [because he had retired]. In those times, people talked of \$600,000 as money that you couldn't believe."

"Suddenly [in 1983], Niki came back... and he earned something like \$2.5 or \$3 million. And all the drivers' money went up. Now, I could tell Bernie, 'if Niki gets \$2 million, why should I accept \$500,000? I want a MINIMUM of \$2 million.' It's the same thing now with Senna. If Senna is really getting \$15 million, then next year - to negotiate - someone will be able to

go to Williams and say "OK, if you want me, I will drive for \$5 million less than Senna gets" and he will still make \$10 million.

Wouldn't it therefore be a good idea for the top four or five drivers to gang up to force salaries higher? "Oh, we tried that once," responds Nelson, "and it didn't work. Keke, Prost, me and Niki got together at the end of 1985. But Keke screwed it up, because he said he was happy with Williams, then he signed for McLaren and he didn't tell Niki. So Niki retired anyway. Why not try it again, though? Oh, it's very difficult, because I don't think Prost tells the truth in this kind of thing."

By the end of 1989, his second year at Lotus, Nelson's own \$6.5 million Camel salary dried up. He was considered lucky to be picked up by Benetton Ford on a "payment by results" deal, unprecedented in Formula 1. Certain British journalists were delighted to put the boot in as they phoned Ford's racing chief Michael Kranefuss to warn him what a mistake he was making.

**"I am not interested in revenge. Of course, Australia was a good race for me to win like that. Not to show people that I could still do it, but for me personally."**

Then, at the end of 1990, two unexpected victories put close to two million dollars of Benetton's bait money into Nelson's pocket. He lucked into the Japanese race after Senna had committed his famous professional foul on Prost. But the Australian win - at the expense, darn it, of the noble Mansell - was a scintillating achievement which sent his critics scabbling for excuses. Camel performed a spectacular backward somersault by offering him a fresh contract, and Benetton put him back on a regular salary. "We couldn't afford to keep him on the dollars for points arrangement," confesses John Barnard, the team's technical director.

Any other driver would have

been smug. Not Nelson, though. "I am not interested in revenge. Of course, Australia was a good race for me to win like that. Not to show people that I could still do it, but for me personally. And me press pundits who had been so scathing? I know you journalists, but for more than 13 years I have not read anything in the papers. I don't even know what they write now."

Of course, I know that sometimes people don't like me because I am too honest. I like to play. I like to enjoy myself, and I like to live every moment. But if I did not enjoy what I am doing, I would already have stopped. I have money enough - profit enough, to stop. Today I earn nearly one third of my income from business outside racing.

His antipathy towards the press is based on common sense. Motor racing is something that is a fact, and everybody is present to see the facts. But if you read three different reports of the same GP, it is three different races. Every day, you read in the paper some crime

Celeste. He totally misjudged the speed he was doing, and by the accounts he was lucky to escape with minor lacerations.

After seven relaxed years at Brabham, the fun-loving Brazilian was forced to become much more serious when he joined Williams and came up against Mansell in 1986. In the first year his disagreement was not so much with Mansell, though, as with team boss Frank Williams, with whom he signed a "Number 1" agreement. When it came to racing, Williams just let his two drivers get on with it, as a result of which throughout 1986 they robbed each other of points. Everyone remembers Mansell's tyre blowing up in the final race at Adelaide: what gets forgotten is that by then, with the night discipline, the Williams team, and Nelson, could have had the title. Instead, it was lifted by McLaren and an incredulous Alain Prost.

As Nelson reminds us, he did not insist on being Number 1 at Williams. "It happened not because I demanded it but because I was offered that position, with a spare car and everything. Frank Williams offered me everything to take me from Brabham. And I accepted and I went. But afterwards, things were not done the way Frank Williams had offered me. And I got very upset."

A big problem with Mansell was that I ended up doing all the dirty work - all the development of tyres, suspension - and after it was ready, he wanted to take advantage. But it was the same thing when Mansell was at Ferrari, after Prost joined. Mansell wanted to play golf, he wouldn't do anything, he always seemed to have little injuries to complain about... all because he didn't want to work.

"To be a champion, it's more than just being quick, it's also a question of knowing how to set up the car. But if you set up the car for somebody else, and it sets him back the same chance as you, that's not fair. It would be much more fair if every team had just one driver. If you could do the job really well,

because you would have nothing to hide. But with two drivers, you always have to hide something."

Strangely enough, Nelson did not hesitate to deceive even Lauda in such matters. In 1979, before the British Grand Prix at Silverstone, he calculated that by leaving first gear out of his Brabham's gearbox he would be able to shift just a little faster in qualifying (when he didn't need first gear). And the subterfuge put him in front of Lauda on the grid.

His memories of the times with Lauda remain fond. "He gave me horizons in other directions, because it is not easy to arrive in a team for the first year. And I don't think today there is any relationship between drivers like that."

Not quite. Nelson has deliberately offered the same Lauda-style kindness, which helped him in 1979, to Jean Alesi, who has become a friend and a regular traveller on Piquet's Learjet. There have been murmurs that the older driver was angling to become Alesi's manager, but Alesi's decision to join Ferrari goes against all of Nelson's maverick reasoning. As he says, "Ferrari now is ten or eleven years without winning the championship. And in these eleven years I won the championship three times..."

Jean is just a very good guy," he says. "He was lost when he got into F1, just like I was when I met Niki. I tried to back him up a little bit, because Niki did the same for me in those times. I have given him advice, but I never, never told him what decisions to make. I only offered him advice when he asked me for it."

At the age of 38, even Nelson admits that his time in F1 is drawing to its close. "Of course, if you didn't have any danger in this sport, for sure I would want to do this sport until 65 years old. But as time goes on it gets more important to know that you will be able to stop one day in good health and continue doing something different in life."

But what will he do? If I do not have something interesting in

my life, I would be, well, not an alcoholic or anything like that. I would get bored and become fat. Today, I never drink, I never took any drugs, I never tried anything. The only thing in my

blood is racing and more racing. I think I will try everything, to see what it is! If you've never tried it you don't know what it is. I would like to know."



## FACT FILE: NELSON PIQUET

**Born** Kyalami, Br 22 August 1952

**Nationality** Brazilian

**Grand Prix debut** Germany 1978 (Fosberg Ford)

**First Pole Position** USA Long Beach 1980 (Brabham Ford)

**First Win** USA Long Beach 1980 (Brabham Ford)

**Pole Positions** 2 (1980, 1981)

**Wins** 22 (1980, 1981, 1983)

**Races** 80 (1978-1989)

**Teams** Foyt 1978; McLaren 1978; Brabham 1978-1980; Williams 1980-1981; Benetton 1990

Williams 1990-1991; Benetton 1990



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DRIVER FEAT

# A Serious Young Man with Senna in his Sights

*Mark Webber is a talented young man who has already won several championships and is now looking to become a world champion. He is a serious young man with Senna in his sights.*

■ BY DERICK ALLSOP



GRAND PRIX EDITIONS MAY 1991

There is something about Mika Hakkinen which makes you sit up and take notice. It is not merely the conviction in his voice or, for that matter, the voice of Lotus team boss Peter Collins. It is not even the creditable performances he produced in his opening Grand Prix meetings.

It is something the sixth sense picks up, a feeling you get about very few hopefuls. It is an aura you cannot ignore, the aura of a winner.

Hakkinen is very serious about his work, very certain of his course. In others such self-assurance might amount to conceit, but not in the Finn. It is a matter of fact confidence, simplicity that

At the age of 22 he is the youngest in the Formula One field, though his maturity belies his years. He seems utterly at ease in the high-stress, merciless business of then he always believed he would be. He says: "To drive in Formula One has been my dream since I was 10. Now it is a dream no more and I feel that I belong here. I am with a good team and not only a good team - good people. That is important. They have made it so much easier for me."

"Formula One is exactly as I thought it would be, so I have had no unpleasant surprises. Of course, it is a big step. I know that. After Formula Three you are in a big busy paddock, lots of people, the

media, the attention.

"But that is how it is."

Formula One, just as it is."

tough. I accept that."

He easily says that. I am not sure

able in this environment."

He looked very comfortable

the track from the start. In previous

he turned the heads and slightly

amazed himself by qualifying

for his Grand Prix debut. In

he insisted, well, without

Luckless partner Julian

meanwhile, failed to

grid. Hakkinen's race was

by an oil fire.

In Brazil he qualified

while Bailey again didn't

time Hakkinen stayed

course, finishing a highly com-

mendable ninth and setting a ninth

fastest lap.

The experience was

al. He said: "It was hard

had to find out for myself. It was

important for me to drive

Prix distance and I achieved

Those races also confirmed

Collins' belief that, in Hake-

had a rare gem. The man who

together the package to save

regards the youngster as his

asset.

Collins says: "Mika is perform-

ing just as I expected him to. I

not being wise after the event,

simply felt it was obvious

good he was. I really can't under-

stand why more people did not

realise what he could do."

"He has pace and yes, he is

self-assured, but he is not arrogant.

He is here to do a job and he sticks

on with it. He has the right attitude

and he has his head screwed

properly. He has the temperamen-

to race at this level."

Collins predicts that Hakkinen

will eventually find his level. It is

very pinnacle of the sport, that

has the potential to seriously

challenge the pre-eminence of Ayrton

Senna.

"Mika is the only driver coming

through now," says Collins. "He

will be capable of taking a Senna

It won't be this year as we

as yet, have the car to race with

McLaren. But I have a

doubt that he will

though. He has all the

talent he needs now is a

team and development

and development.

With Senna is almost

both stepped into the

after winning the

Formula Three Champ-

ionship, driving for West Surrey

both are conspicuously

unminded, perhaps even into

their pursuit of fulfilment.

Hakkinen makes no

secret of his admiration for Senna.

"I have always tried to

be like him. I have never

been a special idol in motor

sports," says Hakkinen. "But obviously

there are those drivers that

you recognise as the best and Senna is

one who takes my eye."

"What I like about him is the

way he drives. He is

so confident. He is

so fast. He is so

smooth. He is so

calm. He is so

focused. He is so

professional. He is

so serious. He is

so determined. He

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FEATURE MAN II

And there was my main opponent. Finn so of course as a rivalry and were racing under sure. We both very to win

"So in the end trying to win the championship have the experience of the fight. I am sure that I will prepare for Formula One

Hakkinen knew at the same time he had to prepare for the first harsh reality of Formula One

He says: "Last year I was to winning and I expected to winning. This year I know I am not and I don't expect to. There is a big difference that you have to accept when you come to Formula One racing. You have to walk straight up to the best of the world

But shouldn't he have won for a car and a team with a certain future? He had already endured that miserable season surely had time on his side

LOTUS CARS



GRAND PRIX EDITIONS MAY 1991



DRIVER FEAR

# NOWHERE MAN...



■ BY MARK FOGARTY





*Michele testing again...*

**H**e seems such a pale shadow of the feisty Ferrari team-leader of the mid-1980s that many along the pitlane question whether he still has The Right Stuff. Alboreto counters that what he needs to restore his reputation is The Right Car.

"I just lost having a competitive car," he explains. "I think after Ferrar it's very hard for every driver, but for me it was even worse because I didn't have a chance to drive for another competitive team. After Ferrari I accept to risk with Tyrrell, and with no money, with nothing, we bring the car to the

podium in the the fourth race. I don't think I lost my ability. I lost a competitive drive.

"After these good results Tyrrell I was without a car in the middle of the season and I had to drive for a little time a Ferrari or a Lamborghini, but it was just the beginning of the team. Last year I was with Footwork with the Cosworth engine. There is always a chance to have a good result with this material. So I am looking for another way and maybe this year with Porsche."

Alboreto likens his situation that of Nelson Piquet, who was similarly accused of being paid when he was at Lotus. Just Piquet's switch to Benetton a year proved his car had been a handicap, Alboreto is confident can be competitive again if the Porsche-powered Footwork FA1 fulfills its promise.

"I think you cannot forget! is the way to drive a Formula 1 car," he says, "If you have a competitive car and you are a winner you win again. Can you in 1991? Thierry Boutsen, for example, was very good last year with Williams, but everybody forgets him, too, now he has to drive the 26th position

"I'm sure if you put Sen today in the AGS, he cannot races. If you have a compete car and you were able to win the past, you are able to win today."

But for all the faith  
mention hope - he place



GRAND PRIX EDITIONS MAY 1991

Footwork designer Al  
and Porsche engine  
Mezger, Alboreto does  
the remainder of this s  
make or break for his  
career.

"No. Every year is important. This one is a good opportunity for me to have again a competitive car. I will see what happens. Also (Caffi, his teammate) and I will try to bring up again this team. When you have results, everybody starts to remember what you can do in the position where we are now. It is difficult for somebody to remember me!

"But I don't work for this [F1]. I work from F1 what I want - I win races. I drive five years for Ferrari, I was leading the world championship so, personally, I'm sure about myself. If I can come back in this position, I'm very, very happy. If I cannot, it means that God says no. I have no regrets."

Just as Alboreto is committed to lending his experience and craft to Footwork-Porsche's ambitious title bid for the top, the team also acknowledges its obligation to the more sophisticated Milanese. Footwork team manager John Wickham freely acknowledges that Alboreto had little to work with - or for - last year.

"Certainly, last year he was handicapped by machinery," says Wickham. "We know the car, the 11B, was a very bad car in terms of downforce grip levels. It gave the drivers no confidence."

"Occasionally, Michele found the car wasn't so bad and then he put a lot into it. At Mexico, France and Silverstone, the car was mid-field and the quickest Cosworth runner. But when he felt the car was really not going to work from the outset, from the beginning of the weekend, he found it very difficult to motivate himself.

"His motivation for 1997 was the fact that last year was very disappointing when we thought we would be running the Porsche engine in the last two races. Once we started

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"It was really bad inside of me because I made all this effort in these years. I have not had a good car but it brings back all my force and I start to look at it in another way.

I believe in...  
Porsche I believe...  
I think he's...  
engine...  
whether it will arrive...  
work properly...  
good car

The car of 1960 had to give him a way to develop it. "W this car I think a good informa tive engine."

...in 1981  
...became  
...in 1985 when he  
...runner-up to Alan P  
...championship  
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**Footyloft FA12**

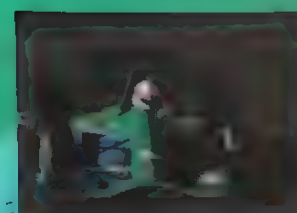
Despite the better odds, what others took to be his disadvantage, he has turned to his right advantage. I want to be non-immediate advantage to help the team find the right way. I'm not going to be an immediate advantage for the advantage for the w

nothing else

It's a hard, hard life  
because it's a very  
cold. Everybody thinks  
themselves I will stay  
hope, for a long time  
not forever.







pick up problems caused him to retire late in the race.

On the face of it, perhaps you might think that I'd be disappointed to come away from the first two races without a finish. Of course, there is disappointment at that, but more than anything else, the whole team is greatly encouraged by our results. We proved our ability to run in the top 10, and that is vital for us at this stage.

The first two races were always going to be difficult, and we have come away with great confidence for the races ahead.

With the first two races over and done with, I decided to take a break. The planning and management of Jordan Grand Prix has taken months and months of effort, and I was concerned my role, consequently, it was important for me to have some time with my

wife Marie and our kids.

We have a place in Southern Spain where I have a regular escape from the world of motor racing. Now we live down there a few days between races, which is because it is a nice, relaxed environment. It's a great place to be, and I'm enjoying it. I don't get as

much as these days.

Over the years I've been down to Spain a lot, and we've been so successful there, so it's a great place to be. I'm enjoying it. I don't get as much as these days.

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■ BY PETER NYGAARD

GRAND PRIX EDITIONS MAY 1991



The local Formula One team is not quite as legendary as the local goat, AGS Automobiles Gonfarronaises Sportives - is one of the teams in Grand Prix racing who has had its fair share of problems in the past and which began in 1991 with financial problems again bedeviling its future.

The team was founded by the enthusiastic indefatigable Henri Julien. As a driver in the late sixties, Julien built most of his cars himself and when he retired from driving, he concentrated on building racing cars, now carrying the AGS name. The civil progressed through France, Formula One, Formula Three with drivers like Henri Pescarolo, Johnny Servoz-Gavin and Pascal Fabre.

Christian Vanderpleyn was the designer in. He had joined Julien as an apprentice when he was old, and even though he was engineering at Renault, he worked for Toulon and worked for Vanderpleyn never took an engineering exam. Still, with a lot of experience from the lower leagues under his belt, Vanderpleyn designed a Formula Three car for AGS in 1978. Although the team only had about six fulltime members (and was joined by a local gendarme who acted as a gofer at the races) AGS quickly established themselves as a top team in F2. Richard Dallet scored two wins in the European Championship for AGS in 1980, and later Philippe Streiff - an AGS driver in F2 for three seasons - won the last Formula 2 race in the end of 1984.

Streiff and AGS moved into the new Formula 3000 for 1985, finishing 8th in the championship, but by now the small Gonfarron team had decided to go Grand Prix racing.

With less than 10 people on the pay-roll, it took AGS about eight months to build Gonfarron's first Formula One car. In order to save money and resources, the JH 21C

was constructed around a Renault Cosworth engine from 1983, and the car was built at the team's headquarters. Julien's own house with a couple of pre-fabricated "hams" in the front garden. With sponsorship from Jolly Club, the JH 21C, powered by Carlo Chiti's Motori Moderni V6 Turbo, debuted at the Italian Grand Prix 1986 in the hands of Ivan Capelli. The Italian qualified the heavy, bulky car 25th fastest but retired early, and the team's only other race that year, at Estoril, brought exactly similar results.

For 1986 the team updated the Renault based car, installed Ford's Cosworth engine and switched to Goodyear. Pascal Fabre, an AGS driver in Formula One and Formula Three, joined the team as its sole driver but neither Fabre nor the car was competitive.

What the AGS lacked in speed, it had in reliability. Fabre finished eight of the first nine races, but later in the season he was replaced by Roberto Moreno. AGS scored its first Formula One point by surviving the very hot Australian Grand Prix in 11th place.

The Colin Chapman Cup for normally aspirated cars brought AGS a third place - again mainly due to the car's excellent reliability. Only six cars entered for the Cup and the usual point scale with points for the first six cars, reliability was always going to be rewarded in this "second division" of Grand Prix racing in 1987.

For 1988 the five years old Renault monocoque was finally abandoned, and Vanderpleyn designed the first genuine AGS F1 car. Streiff returned to the team and with the new JH 23 AGS enjoyed a

debut in the 1988 season. Neither the W12 nor the W14 were developed properly in 1988, and while the W12 was first postponed until the off-season races and later cancelled altogether, Streiff finished the season with the W14. A deal for a new W15 was signed, and the team decided to build its own factory complete with test track at Le Luc, just outside Gonfarron.

The MGN W15 was designed and built by Guy Ligier, a small six man team which was bench-tested in late 1988. The results were very good, and the first AGS-MGN W15 was expected to debut at the 1989 Grand Prix.

Unfortunately, both the W12 and the W14 ran into financial trouble. Neither the W12 nor the W14 were developed properly in 1988, and while the W12 was first postponed until the off-season races and later cancelled altogether, Streiff finished the season with the W14.

The development of the W15 made even worse it

SRAND PRX PHOTO



When Coloni poached three senior members of the AGS team, Technical Director Christian Vanderpleyn left the team and was joined at Renault Research and Development Manager Michel Costa and Test Manager Frederic Dhaut.

At about the same time, the team's sponsor, construction company Bouygues, decided to stop involvement in Grand Prix racing. Another body blow to the team, which at that time consisted of about 15 people. In the winter of 1988-89 the team was led by Streiff, who was joined by drivers including Jean-Pierre Belloc and Christian Dhaeseleer and Christian Dhaeseleer.

24 was introduced for the French Grand Prix, but despite Tarquinis' point from Mexico, both AGS cars were relegated into prequalifying at mid-season. At the same time, Yannick Dalmas replaced the unimpressive Winkelhock, but neither Tarquinis nor Dalmas managed to haul the difficult JH 24 into 20th prequalifying in the latter part of 1989. In September 1989, the MGN W12 was finally tested in a converted JH 22 chassis after long delays due to financial constraints, but even though AGS had a three-year contract with MGN, the innovative W12 was never seen at a race meeting.

Tarquini and Dulmas remained with AGS for 1990 and designer Michel Costa returned to the team after a season with Cion. Huguès de Chaunac, boss of the successful ORECA F3 and F3000 organization and an F1 boss in the late seventies with his Martini team, joined AGS as Technical and Sporting Director. The team was further strengthened when Philippe Streiff and Henri

Before the 1960 season started AGS finally left John's farm garden and moved to the new factory beside the rebuilt 2.2 km Le Loc track just outside Comblanchien. The new premises also allowed the team to increase its workforce and around 50 people worked for AGS at the start of the 1960 season, which was sponsored by French fashion maker Leclapdes.

Tarquini and Dadnas started the year on reported versions of the JH 2+ designs, but AGS only qualified for one of its first races.

In May the attractive JH 25, designed by Costa, was introduced, but the new car proved difficult to develop. De Charanoff left the team after only six months and a few weeks later Costa offered his resignation when his new design proved unimpressive. Swiss engineer Peter Wiss joined the team from Leyton House and things improved a little as the season progressed, one of the ACR drivers usually qualifying for most of the races in the latter

part of the year. Dah  
ninth place at ten  
team from prequidly  
half of this season

Dumas left Tarquin in the sports car racing with Peugeot. Tarquin decided to stay in the third year. Several drivers were lined up for the second seat, Andrea de Cesari even signing a pre-contract and visiting the new factory - and damaging a JH 25 at the Le Luc test track.

Rumours suggested a merger with the troubled Larrousse organisation, both teams short of a full 1991 budget, but shortly before FISA's dead-line for driver nominations AGS announced that Swedish veteran Stefan Johansson would join Tarquini in the team's 1991 line-up. Stefan, once a Ferrari and McLaren driver, hopes once again to establish himself as the leading Formula 1 driver from the Nordic countries. With two Flying Finns already in Grand Prix racing, can the team from the town of the flying geese make Stefan the "Flying Swede"?

## FACT FILE - AGS

## 1986

Debut of overweight Renault-based JH21c at Monza, associated with Italian Jolly Club organisation, driven by Ivan Capelli who retired from Italian Grand Prix and the Portuguese at Estoril.

## 1987

Car is the JH22, driven by Pascal Fabre and Roberto Moreno. Engine Ford Cosworth DF24X. Car is slow but reliable on Goodyear tyres after switch from Pirelli. Fabre replaced by Moreno for end-of-year races and he survives for sixth place in Australia.

## 1988

Philippe Streiff is the driver of the H23. Plans announced for MGN W12 and plans for a factory and test track at Le Luc. But design team including Michel Costa, leave for Coloni and MGN W12 never races due to lack of funds.

Street is seriously injured in pre-season testing in Rio de Janeiro and Gabriele Tarquini is signed as new team leader. French entrepreneur Cyril de Roovere buys the team, founder Henri Julien stays as a consultant. Driver changes see Yannick Dalmas replace loachman Winkelhock during the season. Costa also returns.

With Tarquin and Dalmas as drivers of the JH21 and the long-awaited move to the factory at Le Castellet completed, there is an air of optimism but only a small improvement in form late in the season. Both drivers fail to qualify for the majority of the races and by the end of the year financial difficulties are taking over.

## 1991

Stellan Johansson is signed to join Larquin in the team but financial problems bedevil everything and the HZ programme is halted. The team faces closure after the opening two races, but, after calling in the receiver, hopes to find a way of surviving and racing again and saving the jobs of its 50 staff.

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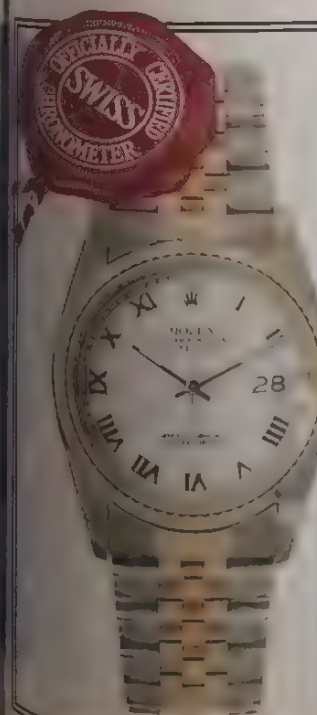
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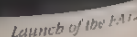
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After 13 years of missing the mark, co-founder Jackie Oliver believes the former Arrows team is finally on target to become a force in Formula One. Refunded, renamed and rejuvenated is the catch-cry at Footwork, which is banking its millions on the combined technical talents of British boffin Alan Jenkins and German juggernaut Porsche.

"It's a new team," declared Oliver. "There will be a change. What you saw during the last 14 years won't be the same for the next 14."

Never even come close, in fact. In 13 seasons, Arrows' cum Footwork had contested 199 races (up to Imola) for a grand total of no wins and one pole position. Its



The third part of the package has changed, obviously, is the engine. The commitment of the is great; they really are used to being, by the end of the year, among the top 10 qualified and top six race finishers. And achieving that aim certainly

"Alan Jenkins is taking considerably more interest in the race team situation - not just the running of the cars, but the whole situation.

"Once you've made the commitment to raise the floor, you can work on various noses and wing details. We have one solution, but there are others. But if you have



LAT

the airflow right at the front, that's always a good start. Once you've done that, you find that your attitude changes to all sorts of details further back which maybe would have been less significant on other cars."

One area in which Jenkins has been unconventional is chassis construction. Proving that great minds think alike, he has paralleled Benetton's John Barnard disposal of separate load-bearing bulkheads.

"We have moulded-in a lot of suspension pick-up details and there are a number of preformed pieces in the structure which form the rocker pivot and take some of the loads out of the front suspension, so we have been able to do away with the front bulkheads," says Jenkins. According to Jackie Oliver, Jenkins and his team of design engineers at Footwork's technical centre are the vital link in the team's transition from stayer to player.

"The launch of the FA12 gives us a modern, state-of-the-art stock in Footwork, so we have a good foundation on which Porsche can improve the power of their engine and reduce its weight reliably," says Oliver. "For the first time, we have long-term policies, and they have had a significant effect on the building of this new chassis."

"At the end of the year, we hope that the car can run consistently in the top 10 and finish races, giving us the winter months of 1991/92 in which to produce a B version of Alan's car and for Porsche to have that desperately-needed breathing space in which to produce an engine which rivals Honda, Ferrari and Renault."

But it is at Weissach in Germany rather than Milton Keynes in the English Midlands where Footwork's fate is more likely to be decided.

Porsche is both denying and addressing criticisms that its V12 engine is overweight and under-

powered. On one hand, the company's chief of engine design Hans Mezger, says "It's not too heavy". But on the other, Mezger admits to an intensive development programme aimed at producing a motor more in keeping with Porsche's pedigree.

"Now we are trying very hard to reach the weight limit," he says. "Our main development work is to increase power and reduce weight continuously and to improve reliability. Our next generation should be at Hockenheim."

"We will improve the engine and Footwork will improve the chassis. I expect to show that the engine, the car and the drivers are a very good team. We will show we can get better."

Mezger, 61, has been designing race engines for Porsche since 1956. He masterminded the turbocharged TAG V6 which powered McLaren to a hat trick of world titles from 1984-86.

The success of that project

was commissioned by the TAG-Mercedes team, which added a further dimension to Porsche's involvement.

Footwork is also paying a large part of its partnership fee - to the tune of £1.5m over four years. But Footwork and Porsche stress that the deal is more involved than a simple customer/supplier relationship.

"We're not paying for the whole programme," says Jackie Oliver. "It's a 50/50 arrangement whereby we have a fixed fee for the four-year package, which includes last year. So we're pretty confident they're not motivated."

"They can't allow the project to fall by the wayside because of their image. An awful lot of their work is outside contracts for other motor manufacturers and that would suffer if they find that the racing programme is not successful."

Porsche's executive vice-president of research and development, Dr Ulrich Bez, acknowledges that

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at the same time. It means that the overall performance levels, which necessarily means a better return, if you do not charge just a not huge results. So, you do not see basic changes if will be very different.

With E-mail, Web, and Internet getting so design-wise in order, and people using more steps to do only key, extremely important tasks, how can we do it? Some of the ideas are: 1) no Web, no e-mail, no Web, no e-mail, no Web, no e-mail, no Web, no e-mail. However, this is a bit of a joke, but the fact is, people are using more steps to do more things.

Certainly last year IIB were not happy with the very limited Wokkam. We know that IIB was a very active person's downline supports it gave the drivers no choice.

the story. After a long  
that it was impossible  
then it got boring. But  
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Does he seem nervous? Alberto is not at all nervous. He is, for some reason, the very quiet, but he is a very intelligent guy. He is one of the best as far as poker playing goes.

But as with me, he has not the car at the moment. Everybody forgot that with the little Scuderia Italia two years ago he started from the second row in Hungary in front of the Ferraris. So if he was able to do this he can repeat this immediately.

Like the Footwork Unit, the I  
for Vireto and Calli in next  
few years will be a case of con  
firmation or condemnation





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Masterpiece: 1960 Brabham in the Cooper team's blue livery

# The super Surbiton flyer

*In the mid-1950s, if you had predicted that Cooper would be Formula 1 Constructors' Champions in 1959 and 1960, you would have attracted some funny looks. Formula 1 cars were made by people like Mercedes, Ferrari and Maserati; they had their engines in the proper place, at the front, and were driven by Latins and Latin Americans.*

■ BY DAVID PHIPPS

...at engine Cooper-Bristols  
...appeared regularly in  
...Grand Prix in 1952 and  
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...1956 the bob-tailed 1100cc  
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...nant did the same at  
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...an Jack Brabham and Roy  
...don't was using improved cars  
...n 2-litre FPF engines, although  
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...at Narburging, third at  
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Company was thus third in the  
1958 Constructors' Championship,  
and John Cooper...

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Brabham in the Dutch Grand Prix 1960

style with another win; Moss had retired early on with transmission trouble, McLaren was in second place, and Brooks was a long way behind. But on the last lap Brabham stopped, out of fuel; McLaren swept past to his first Grand Prix win, closely followed by Trintignant, and Brooks too went through before an exhausted Brabham pushed his car across the line in fourth place. As it turned out he needn't have bothered, though John Cooper was quite happy to have the fourth-place prize money!

For 1960, faced with a challenge from the first rear-engined Lotus, Cooper decided to produce a lower, wider car, with coil spring rear suspension in place of the transverse leaf which they had used since 1946. But for the first race of the season, at Buenos Aires in February, they used their 1959 cars, and after a spate of pit stops and retirements, McLaren came through to record his second successive victory. Brabham retired with gearbox failure, and Moss had rear suspension trouble, but took over Trintignant's car to finish third.

At Monaco, Moss had a Walker Lotus and won convincingly, with McLaren a distant second. Brabham spun off and apparently retired before half-distance, but later returned to the car and continued, in the hope of salvaging some points - only to be disqualified for receiving a push. At Zandvoort, Brabham almost matched Moss's Lotus in qualifying, and at the start he managed to snatch the lead. For seventeen laps the Cooper and the Lotus were nose to tail, and then Brabham threw up a kerbstone which burst one of Moss's tyres. Brabham went on to win comfortably, but McLaren retired with a broken drive shaft joint.

The 1960 Belgian Grand Prix is remembered mainly for the accidents which seriously injured Moss and Michael Taylor during qualifying, and killed Chris Bristow and Alan Stacey in the race. Brabham led all the way, McLaren finished second, and there was no-one else on the same lap.

At Reims, Brabham made it three in a row winning comfortably from pole position after an early skirmish with the Ferraris;

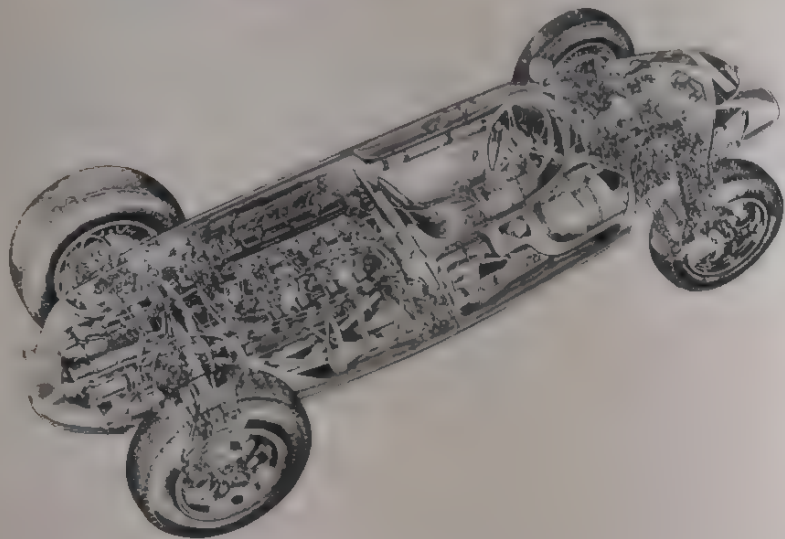
McLaren was just second place by a margin. At Silverstone, Brabham but only in fourth place. He made it five in early half-season, several places. McLaren second again after fourth at Silverstone. World Champion, and Constructors' Champion, two races still to be run. The other British team boycotted the Monza race on the combined road and banked oval, and the season

the technological developments of the 1960s and the factory is now a police car depot



Brabham





There are many apocryphal stories about the way Coopers were designed and built. The most famous has the young Bruce McLaren arriving from New Zealand, enquiring into the whereabouts of his first F2 car, and being shown a pile of tubes. It is also said that some chassis drawings (chalk marks on the floor) are still visible at 243 Euell Road! The fact remains that the 1959 and 1960 Coopers were the most effective F1

cars of their era

As the accompanying photo shows, the chassis layout paid more attention to practicality than to text book principles. Tubes curved to follow the line of the bodywork, and the brackets which provided mountings for the engine and suspension (double wishbones and coil springs all round) were welded on where appropriate. The end-product was rugged and reliable; in modern terms the 1959 and

1960 Coopers would be described as "user friendly". They weighed more than some of their rivals, and had less ultimate cornering power, but for two years they won both the Drivers' and Constructors' Championships by comfortable margins. And that, if you were John Cooper or Jack Brabham, was far more important than pioneering new ideas for the world's motor industry.



Brabham again - Oporto, 1960

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■ BY EOIN YOUNG

# The jewel in F1's crown

*There is nowhere like it. The Monaco Grand Prix began with disbelief in 1929 and has survived in disbelief ever since. It is the only circuit in the world that can sell itself to Bernie Ecclestone on the strength of what it is and what it was...*

The support race for the superb Walkinshaw Jaguars this year brings big sportscars back to the Monaco streets for the first time since 1952 when the race switched to Le Mans type sportscars in an endeavour to find something cheaper to stage than a Grand Prix. Contrary to popular supposition the Monaco Grand Prix has not always been the richest race on the calendar. It was first run in 1929 but in 1938 and 1939 the race was not held, and although it was run in 1948 it was cancelled in 1949, 1951, 1953 and 1954.

This year's Walkinshaw XJR 15 race is guaranteed to result in a Jaguar win since all entries will be identical Jaguar muscle cars. In 1952 the winner should have been Stirling Moss in a factory C-Type but it didn't work out like that. He had shared the fastest lap in practice with Pierre Levegh in the

Talbot who may have benefitted from a measure of French time-keeping chauvinism in the days before Olivetti and Longines sanctioned the operation. Levegh was given pole but it was Moss who, as usual, stormed off into the lead in the Jaguar. In fact, Stirling's challenge was to come from Robert Manzon's Gordini - more nimble on the street circuit and Manzon who had just taken the lead from Moss when the engine blew in Parnelli's Aston Martin at Ste Devote. The scene was set for a debacle. Stagnoli's Ferrari spun twice on the oil missed the Aston but blocked the other half of the track. Macklin's Aston Martin cannoned in and when the leaders arrived they both span and smashed into the median. A newsreel film caught Moss out of his battered C-Type making a quick check of the damage only to hear the screech of Hume's Allard arriving out of con-

trol. Moss took a flying leap, doing a hop, step and jump over his Jaguar on to the hay bales! The spectators in those days were not fenced off from the action as they are today and two British spectators apparently hurdled the hay bales and helped Stirling extricate the bent C-Type for a pitstop to change wheels and straighten the worst of the damage but the well-intentioned "outside assistance" resulted in his disqualification and Vittorio Marzotto led home a Ferrari one-to-five finish. Tommy Wisdom was sixth in his privately-entered Jaguar C-Type.

The XJR-15 Walkinshaw Jaguars may not turn out to be an embarrassing success for Jaguar since they will be exercised before Grand Prix crowds this summer, further flaunting their outrageously motor macho good looks while Jaguar build their own super car which will inevitably suffer by



The way we were (from)  
Bruce McLaren with 1  
Jackie Stewart, Tony  
Jackie and Helen Stewart

comparison at a time when limited supercars are not quite the cheap investment they were. The Monaco Grand Prix began with disbelief in 1929 and has survived in disbelief ever since. It is the only Grand Prix in the world that can sell itself to Bernie Ecclestone on the strength of being what it is and where it is. Love it or loathe it, Monaco is the jewel in the crown. One crown, the race on television and the sponsorship. When the race was first held in 1928 "The Autocar" said "There is going to be a Grand Prix at Monaco - a Grand Prix that you in a Principality does not possess a single

open road of an only ledges on the and the ordinary man fares that everyone who to the Casino Nothing much except has changed over century. In the 1920s and 1930s, the reach of the British social stratum that could afford the money and the time. Today Page & Moy and other packages of travellers have transformed the Principality with hundreds of motorists flown in for the race week. I say that it isn't like it used to be but I suppose it never was.

The coming back to his this Ferrari racing overalls after the early morning practice session and being asked by an elderly lady resident of the hotel if he had

their apartment jambe and visit rela The shopkeepers about the upset to taken the easy way plied their prices by their outrage. Everyone in Monte Carlo The Grand Prix is having a good and if you like motor racing, so much the better. You can either be a beautiful person or watch the persons who consider themselves to be. Being a watcher is cheaper. The beautiful people always ate at



Rampold's restaurant on the flat out downhill blast from the Casino Square to Mirabeau and the watchers drank two doors away in the Tip Top Bar spilling out onto the roadway and peering at the better to do dining in Rampold's who regarded the peeters in as part of the race scenery.

The Tip Top Bar and Rosie's Bar half way up the hill from Ste Devote have always been the most popular watering holes for the Grand Prix Brits in Monaco in fact red haired Rosie will tell you that it was her British in-laws writing to Prince Rainier who saved her bar from demolition. The Tip Top was the centre of evening attraction in the days before Grand Prix drivers were paid so much money that they became professional sports men and couldn't be seen with a beer in their hand in case someone told their team manager. There were recent exceptions like Keke Rosberg of course and Ayrton Senna was actually swept away by police for turning up at the Tip Top on a motor scooter without a crash helmet!

In the Good Old Days of the 1960s which used to be last year and are now a generation ago Graham Hill, Jackie Stewart, Bruce McLaren, Jochen Rindt, Piers Courage and their contemporaries would always come straight from the black tie prize giving at the Hotel de Paris to indulge themselves in some less formal fun at the Tip Top. Many of the drivers stayed at the Metropole Hotel just above the Tip Top (now lost in a megabuck redevelopment) and on the 'free Friday' after early morning practice they spent the afternoon on the little beach at nearby Cap Ferrat, larking about on pedalos, and lunching on salad Nicoise at the beach bar.

Les Leston, former racer and purveyor of everything a serious racing driver needed to wear ran a 'book' before the race and could always be found with his famous blackboard adjusting the odds as the race neared.



Three Mille of Grand

Les wasn't the first bookmaker in Monaco. In 1900 when Rene Dreyfus won in a Bugatti Type 35B Panmutuel betting was introduced in Monaco for the Grand Prix and bets could be placed while the race was running, up to the 10th lap! Local Monegasque Bugatti driver Louis Chiron was the favourite to win but Dreyfus had decided to fit an extra 30 litre fuel tank where the passenger would have sat so that he could switch tanks instead of stopping to refuel. The crowd was happy with their bets and Chiron led Dreyfus past the 10th lap but late in the race Louis had stopped to refuel and Dreyfus closed the gap. He remembered the occasion vividly in his superb memoirs. My Two Lives. I knew I had been steadily gaining on Chiron. Suddenly just ahead of me, I saw a whisp of blue smoke and I smelled gasoline. It had to be him. It just had to be. It was Chiron's accelerator was sticking. In later years Louis was the excitable Clerk of the Course at Monaco, and in 1950 he was just as volatile. As Dreyfus closed in to pass the infuriated Chiron unlatched his Herbert Johnson helmet and hurled it away! The Dreyfus win paid 71 francs on a 10 franc bet and there were a lot of unhappy punters convinced that the Bugatti drivers had fixed the race between them, but those who thought that hadn't seen Chiron throw his helmet away or watched

him as the two drivers walked the royal presentation box. Dreyfus clazed with his hands bloody and battered. Chiron blazed anger refusing to acknowledge the shades of Senna and Prost!

Retired drivers often made Monaco their haven of retirement before tax advantages of the Principality made residence almost compulsory for the modern young racing multi millionaires. Eddie Hall who gained fame as a Bentley racer in the Tourist Trophy races of the thirties, had an apartment overlooking the start finish and he and his wife Joan hosted the BRM drivers to breakfast every morning. In later years Eddie and Joan offered the British writers their hospitality and after Eddie's death Joan still entertains the British scribes with tales of her days as manager of the TT Bentley pits and her drive with Eddie in a K3 MG in the Mille Miglia. Roy and Sae Salvadoron host a race day luncheon for many of the Ancient Pilotes in their apartment high above the grid. Roy won the Le Mans 24-hour race in 1959, and Sae's father Johnny Hindmarsh won at Le Mans for Lagonda in 1935. A fine original oil painting by F. Gordon Crosby of the winning Lagonda graces the Salvadoron apartment while Roy jokes that a less distinguished painting of his Aston victory languishes in their basement store-room!

Auctions by Sothebys, Brooks and Christies now add early glamour to the Monday and Tuesday of race week with foreign bidders flowing in from the Mille Miglia retro and often leaving before the youngest generation of 'tomorrow people' begin arriving on the Wednesday before the Grand Prix. These prestige sales have effectively completed the full circle of Monaco history bringing the cars, drivers and the personalities who helped to build the event into the jewel of the Grand Prix crown together again in what has become a glittering week of speed in the legendary backdrop of the Principality.

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# MONACO GRAND PRIX 1991

## Monte Carlo, 12th May

### CIRCUIT:

Circuit de Monaco  
Automobile Club de Monaco  
23 Boulevard Albert 1er, BP 361  
98000 Monaco  
Monaco



### LOCATION:

The Monaco circuit is on the streets of Monte Carlo, 20kms west of Nice.



### By Car:

The A8 highway (autoroute) from Nice to the main road (shorter but more crowded than the highway) both run along the Côte d'Azur.



### By Train/Bus:

Monte Carlo is accessible from all parts of France. From Lyon, the fast TGV trains run here for Monaco.



### By Air:

Nice Côte D'Azur is only about 30kms from Monaco. (Helicopter Nice-Monaco).



### TRAFFIC:

With many of the streets used for the circuit, traffic in Monaco is terrible during Grand Prix weekend. Advice: Go to Monaco by train.



### Hotels:

All hotels in Monaco are fully booked, but it is usually possible to find rooms along the coast.



### CAMPING:

Very difficult in Monaco, but several sites along the coast.



### TOURISM/SIGHTSEEING:

The Côte D'Azur has more or less everything including beaches, museums and famous restaurants. Several interesting villages in the mountains.



### OUR OPINION:

\*\*\* (Races are rated from \* to \*\*\*\*\* from spectators point of view)



### LAST YEARS RACE:

Winner/Distance: Ayrton Senna, McLaren Honda, 1:52.46 982.78 laps of 3.33kms



### TICKETS:

Automobile Club de Monaco  
23 Boulevard Albert 1er, BP 361  
98000 Monaco  
Monaco

Tel: (33) 93 30 32 20

Tlx: 46 90 03 ACM

Fax: (33) 93 25 80 08





# LOOK AT THE LIGHTER SIDE OF F1 RACING

## BOOKS

Now published in paperback is Christopher Hilton's biography of the World Drivers' Champion **AYRTON SENNA: THE HARD EDGE OF GENIUS** (Corgi, £5.99). The book traces Senna's development from learning to drive in a farm jeep right through to his modern status as the acknowl-

edged genius of motor racing and arguably the most talented driver since Jim Clark. Reviewed last year, Hilton's book is sure to prove a popular purchase with Grand Prix fans wishing to learn more about the South American driven on his relentless obsession with Formula One success.

Due to be published on May 20 is one of the most comprehensive, readable and entertaining books on how to succeed in motor racing if you are inclined towards aiming for the top as a driver. Stuart Turner and John Taylor's **HOW TO REACH THE TOP AS A COMPETITION DRIVER** (Patrick Stephens Limited, £15.99). Reaching the top in racing or rallying is not just a matter of going faster than other competitors, but is also about planning, organisation, preparation, marketing, attention to detail and much more, as this book shows. Professional competition driving experts Stuart Turner and John Taylor present a wealth of nononsense advice based on their long and practical experience and it adds up to a essential reading for aspiring young drivers.

## CARS

mark the arrival of the delivery of Honda UK's new NSX sports car in several of the first customers the vehicle were given their cars at the head of McLaren International for logistical reasons. While the cars were being given an tour of the facility at before testing their 150- for the first time, GPE to test out another smaller with an equally impressive the CRX 1.6i-VTec. The as to try and obtain some into what success in One may mean at the a road car. The DOHC engine was beautiful and handled equally beautiful- ing its driver sad whenever they came to an end. The derived from Honda's Grand Prix racing-related component programmes, incor- as a variable valve timing and mechanism featuring two valve instead of only the normal s optimises valve timing divides a better spread of and an exhilarating perfor-

time... taken... of Honda's... been... through... this... 7,600 rpm... nical know-how acquired... racing by Honda... their Grand Prix... mobile laboratory...



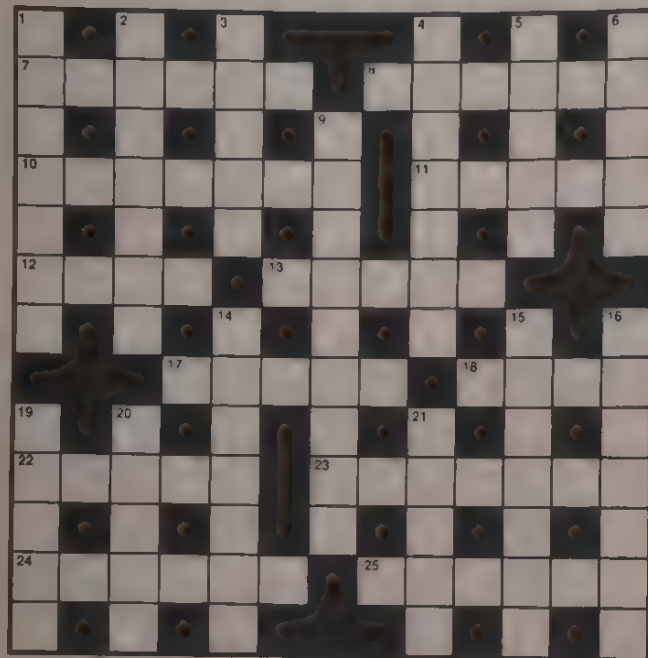
## ART IN MOTION AT MONACO

Visitors to Monaco are encouraged to visit one of the extra delights of the weekend between May 7-13 by calling in at Alan's fourth European exhibition of motor racing art. The exhibition, organised by the PRIX SPORTIQUE of Gloucestershire, England, is held at the Salon d'Art, Hotel de Paris. It runs from the Tuesday to the following Monday.

The exhibition will be open daily at the following times (subject to the opening of the race circuit): May 7, 3pm-8pm; May 8, 10am-8pm; May 9, 10am-8pm; May 10, 10am-8pm; May 11, 10am-8pm; May 12, 10am-8pm; May 13, 10am-8pm. Visitors to the exhibition will be the first to see Mr Fearnley's latest original oil on canvas paintings spanning several decades of motor sport. His original works hang in the offices of Rolls Royce, Porsche, Rothmans International, Sir Jack

Brabham, Tom Walkinshaw Racing, McLaren International and Jackie Stewart and many museums around the world. Singer-songwriter Chris Rea is another collector and he has commissioned Mr Fearnley to paint the picture for the sleeve of his latest album. Many past and present drivers have endorsed the quality of his work by signing limited edition prints of his work including Juan Manuel Fangio, Niki Lauda, Alain Prost and Nelson Piquet.

# GRAND PRIX EDITIONS - CROSSWORD NO.3



ACROSS

7. "A Formula One car is really an \_\_\_\_\_ because it responds to different kinds of treatment" (Jackie Stewart) (6)
8. See 10 Across
10. And 8 Across. Nakajima's 1991 partner (7,6)
11. Standard \_\_\_\_\_, a Belgian football team (5)

ACROSS

12. Eric Broadley heads this design team (4)
13. Sheffield United striker (5)
17. 1980 Motor Racing World Champion (5)
18. Renault's wins in their home Grand Prix (4)
22. 1970 Motor Racing World Champion (5)

23. His initials are carried in the Lotus badge (7)
24. This constructor had sixteen wins between 1958 and 1967 (6)
25. Mansell would complain about one on the golf course (3,3)

DOWN

1. Italian fans called him 'The Lion' (7)
2. Benetton's tyres for 1991 (7)
3. The accidents motor racing dreads (5)
4. Former Williams and Benetton manager, now with Lotus (7)
5. Stirling Moss's race number (5)
6. Hunt, now a BBC commentator (5)
9. Venue for eight United States Grand Prix races (4,5)
14. Belgium's top driver (7)
15. We're concerned with this 'One' (7)
16. Designer of Leyton House's new transverse gearbox (7)
19. Motor racing circuit (5)
20. Rugby code (5)
21. 15th Grand Prix in the 1991 season (5)

Answers in next month's Grand Prix Editions

## ANSWERS TO CROSSWORD NO. 2

1. Buns	8. Suzuka	10. Dollars
7. Ayrton	12. None	13. Green
11. Tyres	14. Hate	22. Clark
17. Lotus	21. Brazil	25. De la
23. Spanish		
1. Bannan	2. Try-Inte	4. Castrol
3. Narices	5. Curry	6. Marsh
9. Lamouret	14. Cockpit	15. English
16. Gerhard	19. Scuderia	20. Japan
21. Calles		

## HOW 'LOFTY' ENGLAND'S LE MANS PAINTING BECOME LIMITED EDITION ART PRINT

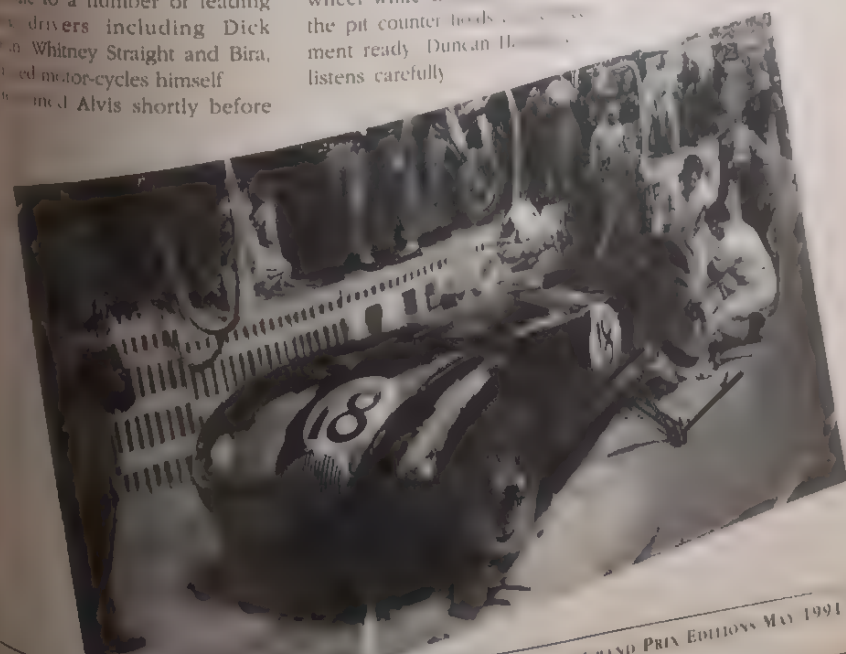
A limited edition art print of the famous Cuneo painting of a pit stop in the 1953 Le Mans race will be published in the Spring to mark the 40th anniversary of the C-type Jaguar. The painting was presented to the Le Mans Museum by Jaguar and its distributors and dealers in 1991. The limited edition print is being individually signed by the artist, Cuneo and 'Lofty' England.

The Cuneo painting is a dramatic depiction of a pit stop in the 1953 Le Mans race, showing the winning car, number 18, being refueled. The painting was sketched initially by Lofty England and then painted by Cuneo. The scene is set in the C-type, pit equipment, and the painting is a record of one moment in the event and contains many portraits.

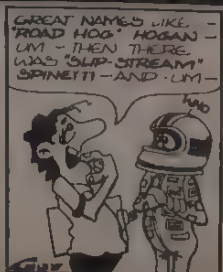
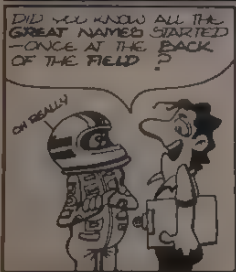
Lofty England began his motoring career as a Daimler apprentice in the 1930s. During the 1930s he was a mechanic to a number of leading drivers including Dick Whitely and Bira. He later motor-cycles himself and joined Alvis shortly before

the war. He was a member of the Le Mans Club and was involved in the restoration of the Le Mans Museum. He was also a member of the Le Mans Club and was involved in the restoration of the Le Mans Museum. He was also a member of the Le Mans Club and was involved in the restoration of the Le Mans Museum.

It is for his work on the Le Mans Club that Lofty England is best known, and his painting has captured the essence of the 1953 Le Mans race. The painting is a record of one moment in the event and contains many portraits. It is a limited edition art print, individually signed by the artist, Cuneo and 'Lofty' England.



## Meanwhile back in the Pits...





THIS MAN IS THE  
WORLD'S WORST DRIVER  
FOR 20 YEARS.  
HE'S HELPED US MAKE  
THE WORLD'S BEST TYRES.

At some point in its life, every new  
Pirelli tyre design has to face a truly  
daunting test.

Its name is Signor Mantovanelli.

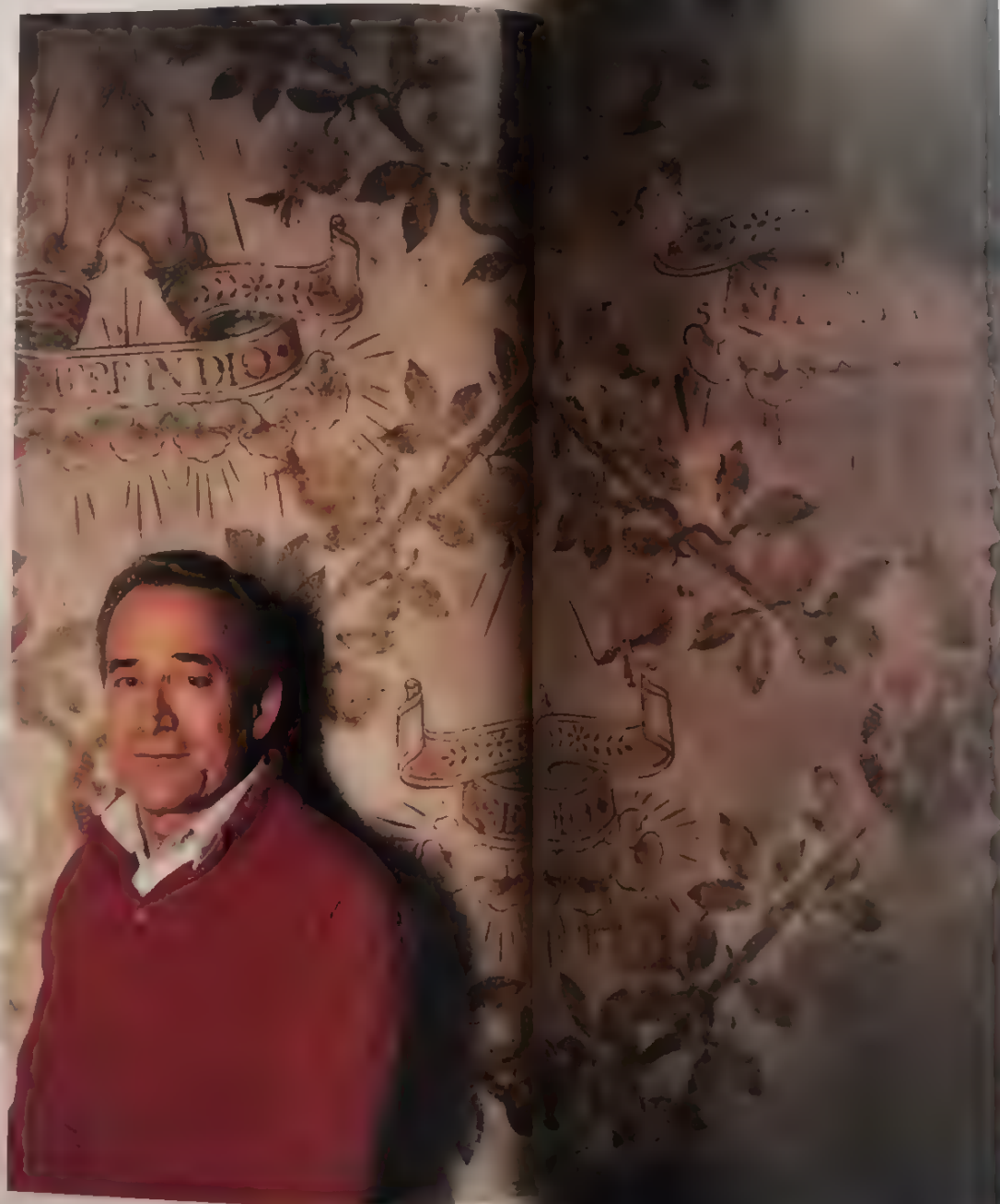
A driver with nerves of steel and the  
right foot of a baby elephant, Signor  
Mantovanelli has been putting tyres  
through their paces at Pirelli's unique

research track  
near Milan for  
more than 20  
years.

Whether he's  
testing for grip in the wet at speeds  
that would make Mansell offer up a  
small prayer, or braking murderously  
on roads surfaced with Italy's treach-  
erous 'porfiro' cobblestones, Signor  
Mantovanelli is able to tell the Pirelli  
designers what none of their banks  
of electronic equipment can ever  
quite reveal. What a new tyre feels  
like to a driver.

It's just a small part of Pirelli's  
research and development, which  
takes a full six years to hone a Pirelli  
tyre to perfection.

Every tread pattern, for example,  
is minutely analysed to get the best



# NEXT MONTH IN GRAND PRIX EDITIONS

- Full report and pictures on the Grand Prix scene
- Picture postcards from San Marino and Monte Carlo
- More driver features and interviews from F1's top writers
- Order your copy now, on sale May 30.





# The lethal cocktail which left Alain giggling ...and other stories

Motor racing has always flirted with the seamy and sensational side of life giving rise to a host of mythological tales (my lawyer tells me it's best to use this phrase); dead team owners apparently alive and well and living with Elvis in Latin America; motor sport administrators masterminding train robberies etc. and it is certainly true that a small number of the F1 fraternity have spent some time behind bars rather than drinking at them. But things seemed to have got out of hand recently what with the sabo-

tage attack on the Leyton House cars in Phoenix, and Williams team manager Peter Windsor now requiring a permanent bodyguard after being used as a test bed for a baseball bat manufacturer. Much of the violence at football matches has been blamed on the bad behaviour of the players on the pitch so could the actions of our Grand Prix stars have something to do with this current racing crime-wave? After all, in Brazil none other than the World Champion himself was seen throwing his birthday cake at all and sundry in



The Professor was amused

the McLaren pit and rather more seriously, Osella driver Olivier Grouillard was involved in a case of TDA (police jargon - taking and driving away) or nicking a car to you and me. After arriving at an off-hosted Samba Party in Sao Paulo by taxi, Grouillard, who has the look of a man who has only just learnt to walk upright that morning, decided to leave in the first car that was brought round to the front of the house as the guests were leaving. Unfortunately this vehicle was on loan to the F1 correspondent of "The Times" who spent the rest of the weekend in a mood befitting a writer for "The Thunderer". A mood that didn't improve after the race when his Sports Editor informed him that he had missed the deadline for the early editions of Monday's paper forcing them to use a story provided by a news agency, with the added irony that agency man and Times man were sharing a desk in the track press office.

Watching the usual post race chaos, as his colleagues desperately filed their stories, was Maurice Hamilton of The Observer, safe in the knowledge that he had a whole week to write his story. "The only thing I've filed this weekend is my nails," remarked Maurice. At least the press office was a safe place to be compared to the rest of the city. Sao Paulo might be named after a saint but if St. Paul had been on the mud to the Interlagos circuit rather than Damascus he would have been lucky to live long enough to make his famous conversion. I personally witnessed one shooting and some of the Tyrrell team were shot at by a policeman while attempting a short cut to get through the race morning traffic. In fact I tried the very same manoeuvre with 7-Up Jordan driver Bertrand Gachot chauffeuring me to the track and remembering his recent altercation with a London cabbie and a can of "Mace" which earned him the soubriquet C.S. Gassot, I naturally did my best to persuade him not to

argue too strongly with the gun-toting lawmen. Eventually we found a picture of Bert in the race programme and were grudgingly waved on our way. Because of its striking livery the Jordan outfit is now known in the pit-lane as "the green team" and as one anonymous team wag put it "and when Eddie is not around it's "the Greenpeace Team".

I apologise if this article is beginning to read like the script to 'Crimewatch UK', but now I must ask if FISA itself is in league with the petty crooks and criminals who make rich pickings when the Grand Prix circus comes to town. F1 drivers regularly travel with exotic golf clubs in the boot of their car and journalists and photographers carry an expensive arsenal of equipment wherever they go, so FISA have decided to go in for a bit of "aiding and abetting" by designing a Media Car Park sticker which shows a drawing of a car boot containing an expensive looking briefcase, a camera and a computer! The organising body does at least have a sense of humour as this year's Guest Pass shows a hand holding a glass, although they have refrained from printing the word "freeloader" under the illustration.

Ferrari's poor showing in Brazil did little to dampen the high spirits of Prost and Alesi who were seen quaffing caiparinias, the lethal Brazilian cocktail, in the VIP lounge at Sao Paulo airport with ex-Ferrari driver Patrick Tambay. When their flight to Paris was called the Professor was most amused to find that he was experiencing some difficulty in standing let alone walking to the plane, and as he stooped to pick up his bag Alesi had to point out that this was not in fact his luggage. "Never mind, maybe there is something interesting inside", giggled Prost although I can assure Interpol that he did eventually find his own bag. No doubt he was as glad as the rest of us to be leaving



this sordid city, best summed up by the fact that the Sao Paulo Hilton Room Service menu features an item called a "Beirut Burger". As a firm believer in the old adage that you should try everything in life at least once, except incest and folk dancing, I can report that it is a particularly nasty way of staving off hunger pains. Despite all the pre-season predictions that this year would see the end of McLaren's domination of F1, after two races they are yet again the team to beat and the following anecdote goes some way towards illustrating just how efficiently the team operates. During the two days of qualifying a spare MP4/6 chassis was sitting at Sao Paulo airport. As soon as Saturday's practice was over with all three cars intact a quick 'phone call to the airport saw the chassis returned to Woking. Style, money and balls - just like Jumbo really!

Finally I have a message for Ayrton Senna: I have in my possession a Brazilian newspaper with an advertisement for Kawasaki Jet Skis featuring an endorsement from yourself. If you do not want this advertisement passed on to senior management at Honda I suggest that you get in touch with me through Grand Prix Editions so that we can discuss terms...

*Jumbo*







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